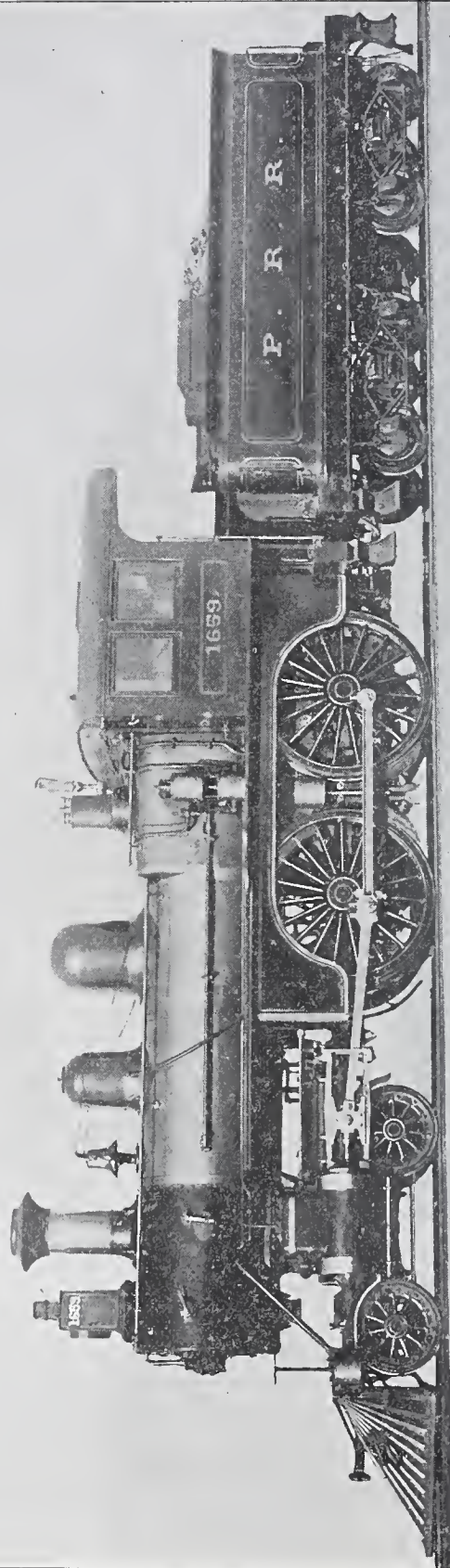


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NOTICE.

The delay in distributing the Railway Report for the year ending June 30, 1893, is due to the great pressure of work on the State Printing Office, and such delay is not due to any cause chargeable to the Department of Internal Affairs.

THOS. J. STEWART,

Secretary of Internal Affairs.

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ANNUAL REPORT
OF THE
SECRETARY OF INTERNAL AFFAIRS

OF THE
COMMONWEALTH OF PENNSYLVANIA,

FOR THE YEAR ENDING JUNE 30, 1893.

PART IV.

RAILWAY, CANAL, NAVIGATION, TELEGRAPH AND TELEPHONE COMPANIES.

CLARENCE M. BUSCH,
STATE PRINTER OF PENNSYLVANIA,
1894.



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ANNUAL REPORT

OF THE

Secretary of Internal Affairs.

PART IV.

Railway, Canal, Navigation, Telegraph and Telephone Companies,

FOR THE YEAR ENDING JUNE 30, 1893.

COMMUNICATION.

DEPARTMENT OF INTERNAL AFFAIRS.

HARRISBURG, *January 15, 1894.*

To His Excellency ROBERT E. PATTISON,

Governor of the Commonwealth of Pennsylvania :

SIR : In compliance with the requirements of the Constitution, and the Acts of the General Assembly approved, respectively, April 9, 1870, May 15, 1874, June 4, 1883, and May 13, 1889, I have the honor to present to you herewith, for transmission to the General Assembly, a report of this department, Part IV, Railway, Canal, Navigation, Telegraph and Telephone Companies, which, by law, are required to make annual reports to this department, for the year ending June 30, 1893.

I am, very respectfully,

Your obedient servant,

THOMAS J. STEWART,

Secretary of Internal Affairs.



REPORT.

The duties devolving upon the Secretary of Internal Affairs with reference to the railway, canal, telegraph and telephone corporations of the State are found in the Constitution in a general way, and in a somewhat more specific form in the Act of 1874 and its supplements.

The framers of the Constitution undoubtedly expected the Legislature to enact such laws as might seem necessary to the end that the State supervision could be exercised over these public corporations by the Secretary, but such specific enactments have never been made. The duties of the Secretary authorized are confined largely to statistical work and to the consideration of complaints made to him charging corporations with violation of charter rights, or an infringement upon the private rights of individuals. The matters concerning which statistics are gathered have reference to the organization of these corporations, their capitalization, extent of their lines, characteristics of roads, names of officers, bonded and floating indebtedness, contracts with other corporations, cost of construction and equipment, maintenance of road and equipment, income from operations and investments, expenses of operations, number of employes and compensation paid them, amount of freight and passenger traffic, and to many other subjects of interest to the public. This work involves almost endless correspondence in order to collect from the several hundred companies, required by law to make reports to the Department, the information called for in our blanks. These blanks are prepared by the Department and involve the answering of over one thousand questions by each of the steam railway companies, which fact alone is sufficient to show the great labor involved, not only for the companies in preparing the reports, but for the Department in arranging and compiling the statistics in tabular form for publication. The compilations made by the Department are published in the latter part of the report and are all of great importance to persons interested in railway and financial matters. Few persons are aware of the careful study and diligent research necessary to prepare this work. The railway report of Pennsylvania embodies

more statistics than that of any other state railway report in the Union, and requires in its preparation months of tedious toil. There are 261 steam railways in operation, whose reports have been compiled this year, and 116 in process of construction, or upon which some work has been done. In addition to these 377 reports, there are 124 street railways in operation in the State and 196 in process of construction, or held waiting for local authority to construct, all of which make reports to the Department. Besides these, there are 9 canal, 26 telegraph and telephone companies; making a grand total of 722 corporations whose reports have to be examined and the information contained therein tabulated as it appears in the back part of this report.

In all the larger and most of the smaller states railway commissions are established by law, with power to employ all the necessary clerical assistance to enable them to collect and prepare statistics in the best possible manner; but in Pennsylvania we are limited to two clerks, and with these and such time as can be given to the work by the head of the Department, without neglect of other duties, the annual reports of these great corporations are collected and compiled and published. The person in charge of this work should be a man of the highest qualifications as a statistician, as well as being conversant with the affairs of railways, and the Legislature at its next session should provide for the establishment of a railway bureau in this Department and the appointment of a chief, with a salary commensurate with the high degree of efficiency required for so responsible a position. In addition to this, provision should be made for such clerical assistance as may be necessary for the efficiency of the bureau and the good of the public service. In the State of New York there are three commissioners, whose salary is each \$7,500 per annum, and similar commissions exist in other states. In view of the fact that many more railways report to this Department than exist in any other state, there should be no hesitancy in making provision for a railway bureau in this Department, as indicated above, which action we recommend and cannot too strongly endorse.

In our observations regarding the great loss of life and injuries inflicted upon passengers and employes, we tried to show the necessity for such supervision on the part of the State as would, at least, insure greater safety in this respect. Some of our corporations are reckless in management and careless in the maintenance of road and equipment. If no railway commission can be created under the Constitution, which imposes certain duties upon the Secretary of Internal Affairs, additional authority could be given him or conferred upon a railway bureau, requiring inspection of road-beds, bridges and equipment, and, when found advisable, power should be given to employ experienced engineers or other experts to pass upon the safety of roads

and equipments. It is a question of humanity; it involves an imperative duty on the part of the State to protect the citizen, and the duty should not longer be disregarded. While railway corporations can object, and with justice, to a commission clothed with arbitrary power to fix rates of transportation, no humane or intelligent management will object to such provision as will contribute to the protection of life and limb of its passengers and employes. Public corporations are within the power of legislative control, for the principle is strongly entrenched that the power which can create a corporation and can bestow upon it valuable franchises and rights, can, at least, supervise, regulate and control it to such an extent as the welfare and safety of the public demand. The power of the law and the right to legislate on this subject must be admitted, and, indeed, will not be objected to by these corporations when asserted along the lines indicated.

The report for the year does not show any great degree of advancement in railway interests. The depression in business, brought upon the country by the proposed change in the industrial and financial policy of the country, has undoubtedly affected the prosperity of even the most successful railways, and proved absolutely disastrous to the weaker ones, and today many lines whose prospects were fairly bright one year ago are in the hands of sequestrators, with their financial affairs so demoralized as to baffle all attempts at reorganization, at least for the present. The roads that have gone into the hands of receivers since last year embrace a mileage of many thousands of miles and hundred of millions of capitalization. The general depression throughout the country has, in a general way, affected the earnings of our most prosperous roads in Pennsylvania, and seriously affected those of less strength financially; for while in passenger and freight traffic there has been a slight increase, among the stronger roads, the percentage of increase is much less in nearly all the classifications of passenger and freight traffic, when we compare the increase of this year over that of last year, and compare the increase for last year over that of 1891. The Philadelphia and Reading, New York, Lake Erie and Western, Western New York and Pennsylvania, with many other of the great companies of the country, are in the hands of receivers. But the financial depression of the country cannot be said to be entirely the cause of the financial troubles of the Philadelphia and Reading road. Some of the troubles of that corporation are due, largely, to the litigation growing out of the contracts and leases entered into with the Central Railroad of New Jersey, Lehigh Valley and other roads, all of which were abrogated sometime after the close of the year covered by this report. It would seem that the holders of the present bonded indebtedness must submit to a scaling or readjustment of such indebtedness before there can be a reorganization of that corporation upon a basis that will guarantee

future success. The report of the company shows a bonded indebtedness of \$162,683,355.18; car trust obligations, \$2,782,000; current liabilities, \$15,348,376.48; or a total funded and unfunded indebtedness of \$180,813,731.66. What amount of this enormous sum can be floated and carried by this company is a problem not easily solved by the officers; but it has been fairly well demonstrated from the experience of the last fifteen years that the present amount of debt is a burden too great to carry. With a material reduction of this debt and a conservative and economical management the road should soon be placed among the foremost of the successful lines of the country. The road is all important to a large portion of our people and its future depends largely upon the action of its bondholders.

The Department, as before indicated, made a careful tabulation of all the important features of the reports of the railways, and in addition a comparative table has been prepared of all the important features, such as capitalization, income, operations, etc., with the four preceding years; so that the student of finance can easily determine what has been the prosperity or adversity of the different roads. Undoubtedly the report for the succeeding year will show a less favorable condition as at the close of the year covered by this report there had not yet occurred the financial distress in so extreme a degree as has since that time overtaken the country. We may, therefore, expect that there will be a decrease of earnings from freight and passenger traffic or a less percentage of gain than is shown by this year's returns.

CAPITALIZATION, STOCKS AND BONDS.

In the report for the year ending June 30, 1892, some slight errors were made in the amounts of capital stock reported, and on account of these errors there are some discrepancies between the totals of this report and that of last year. In the case of the stock of the Barclay Railroad the report filed by the company for the year 1892 showed \$20,000 capitalization, when it should have been 20,000 shares at a par value of \$50.00, amounting to \$1,000,000. A slight error also occurred in the case of the Catawissa Railroad. By a transposition of the figures the capital stock outstanding was reported at \$4,395,500.00 instead of \$4,359,500.00. In determining the capitalization of a company it is, of course, understood that the amount of stock and bonds, together with the unfunded indebtedness, constitutes the capitalization. There are a number of projected roads in Pennsylvania on which but little has been expended in the way of construction. In

some cases nothing more has been done than take out the charter and expend such amount of money as was necessary to pay the fees of the State and the expenses of organization. In others there have been surveys, or partial surveys, made of the proposed routes, but unless the road has been constructed or a sufficient amount expended in the way of construction to indicate that the enterprise would be pushed to completion, no statistics with reference to its capitalization have been compiled, and therefore the figures we give in regard to the total amount of capitalization of railway corporations may be presumed to include only the actual amount of money devoted to railway enterprises now in operation or about to be put in operation. The Department is, of course, unable to determine what proportion of the entire capitalization reported represents an actual expenditure of money. It is known to those who are in the business of constructing railways that the stock and bonds are often given for the construction and equipment of the roads. In some cases the entire amount of capitalization, including stock and bonds, is so given, and it is therefore impossible to tell what percentage of the stock and bonds represents the actual cost of construction and equipment. The persons who are interested in such contracts, or the projectors and managers of railway corporations, are the ones most able to give accurate information on this subject. So far as the Department is concerned, it is compelled to deal with the figures verified by the proper officers of the companies, and in presenting them to the public the Department does not vouch for their truthfulness as representative of the actual cost of road and equipment. A compilation of these figures in regard to capitalization shows that the companies reporting to the department, which includes those whose lines are partially outside of the State, have a capital stock of \$1,082,463,377.11, and the amount outstanding \$925,133,596.38. These figures indicate a slight increase over those reported last year, when the amount of capital stock authorized by law was reported at \$1,071,993,169.15, and the amount outstanding \$882,184,620.47. The funded indebtedness of these roads is reported at \$965,713,347.49; making the bonded indebtedness and stock outstanding \$1,890,846,943.87. In addition to the bonded indebtedness, which makes up over half of this large amount of capitalization, there are current liabilities amounting to \$133,002,239.40; or a total capitalization funded and unfunded indebtedness of \$2,023,849,183.27. In the report for last year the total amount of capital stock, funded and unfunded indebtedness was given as \$1,927,638,297.05. The following tables show the advance in the funded and unfunded indebtedness of the leading roads named:

<i>Lake Shore and Michigan Southern.</i>		<i>New York, Lake Erie and Western.</i>	
1889,	\$46,516,000 00	1889,	\$78,567,245 10
1890,	48,796,417 19	1890,	83,445,373 32
1891,	48,647,420 07	1891,	83,471,082 30
1892,	49,494,377 15	1892,	84,772,522 79
1893,	48,680,074 74	1893,	91,461,562 56

<i>Pennsylvania Railroad.</i>		<i>Philadelphia and Reading Railroad.</i>	
1889,	\$63,378,740 44	1889,	\$144,436,058 08
1890,	100,170,526 29	1890,	150,766,504 51
1891,	101,553,526 15	1891,	154,720,767 80
1892,	100,043,680 18	1892,	153,800,402 45
1893,	120,966,858 94	1893,	180,813,731 66

After making a proper disposition of the roads whose mileage is reported to this Department, but whose capitalization is not (many roads being merely subsidiary to those that make report) it is found that the capitalization per mile of road is \$135,485.53. Last year the amount was \$133,599.79. In previous reports we have called attention to the great disparity existing between the capitalization per mile of road of the companies reporting to this Department and the average capitalization throughout the country. In the report of the Inter-state Commerce Commission for the year ending June 30, 1891, the capitalization per mile of road is given at \$60,942, and for 1892, at \$62,474. There are probably two reasons of an important character for the greater capitalization in Pennsylvania than in most other States of the Union. First, the cost of construction is much higher on an average, as we have great mountains to climb and several rivers to cross; and, second, many of the lines in this State, are maintained in the highest degree of perfection attainable by engineering skill. No expense is spared either in construction or maintenance. For these reasons, especially, the capitalization of the roads in Pennsylvania is much higher than the average in the United States.

AMOUNT OF INTEREST ACCRUING.

Some idea of the magnitude of railway capitalization, can be derived from the returns showing the amount expended for interest on car trust obligations and on the bonded indebtedness of these railway corporations of the State. However, when these figures are compared with those of last year a decrease is found of \$160,000 in the amount of interest paid, the amount last year having been \$46,417,683, and \$46,257,367 for the year covered by this report.

COST OF ROADS AND EQUIPMENT.

The reports for 1893 show additions to the amounts previously reported as to cost of roads and equipment of \$39,517,077.07, making the total amount \$1,519,314,868.16. Some comparisons are made between the cost of road and equipment of two of the leading railways in Pennsylvania and two of the leading lines of an adjoining State, all of which make report to this Department. They are the Pennsylvania, the Philadelphia and Reading, and the Lake Shore and Michigan Southern, and the New York, Lake Erie and Western.

<i>Lake Shore and Michigan Southern.</i>		<i>New York, Lake Erie and Western.</i>	
1888,	\$84,000,000 00	1888,	\$14,138,567 97
1889,	84,000,000 00	1889,	14,772,494 27
1890,	84,000,000 00	1890,	161,145,923 43
1891,	84,000,000 00	1891,	161,621,092 44
1892,	84,000,000 00	1892,	162,739,413 26
1893,	84,000,000 00	1893,	163,598,371 02
<i>Pennsylvania.</i>		<i>Philadelphia and Reading.</i>	
1888,	\$67,625,744 71	1888,	\$75,385,325 86
1889,	68,793,078 34	1889,	96,097,051 38
1890,	88,735,287 86	1890,	98,125,807 24
1891,	94,003,316 77	1891,	102,018,897 21
1892,	99,075,027 25	1892,	105,668,006 87
1893,	110,548,302 49	1893,	108,799,521 75

EQUIPMENT.

The number of locomotives in use is now given as 7,504, as against 8,046 last year. We are unable to understand this discrepancy unless it be through incomplete reports of the Philadelphia and Reading. The number of cars in passenger service is reported at 6,332, as against 6,180 last year. There seems to be fewer freight cars in the service, the number this year being reported at 267,586 as against 312,206 last year. This great discrepancy is accounted for in the return of the Philadelphia and Reading which covers the equipment account of the Lehigh Valley. As that company had about 50,000 cars before it was leased to the Philadelphia and Reading, and as there is only an increase of about 2,000 in the number of cars reported by the Philadelphia and Reading it is apparent that a full report is not made of the number of freight cars owned or leased by these two roads.

The total number of cars of all kinds in public service, including those used by the companies, is now 296,731, as against 345,628 last year.

In the entire United States the number of locomotives as reported by the Inter-state Commerce Commission, for 1892, is 33,136; an increase of 997 over 1891. The number of cars owned by the companies is reported by the commission to be 1,215,092; a decrease of 519. The number of locomotives per 100 miles of road in Pennsylvania is 42, and the number of passenger cars 35, and the number of freight cars 1,478. There is a slight decrease in the number of locomotives and freight cars per 100 miles of road and a slight increase in the number of passenger cars. In the United States, as shown by the report of the commission, there are 20 locomotives, 18 passenger cars and 708 freight cars per 100 miles of road.

EMPLOYEES.

The Department is unable to obtain exact figures with reference to the number of officials and employes in Pennsylvania. The railway business is of such a character as to make it impossible to tell what proportion of an officer's or employe's services should be charged to one State and what to another when the road passes into or through two or more States. The New York, Lake Erie and Western employs about 16,000 persons, but so small a portion of its line is in Pennsylvania that it is difficult to determine what percentage of receipts for passenger or freight service should be charged to the expenses of employes whose services are rendered within the limits of the State. We must, therefore, be confined in determining the number of employes to the actual number reported which covers all officials and employes whether in or out of the State.

For the year ending June 30, 1891, there were 187,656 officers and employes reported to this Department; for 1892, there were 213,573 and for the present year, 200,158; a decrease of 13,415. These figures are indicative of the business done by the railways in 1891 and 1892 and of the prosperity that existed at that time, and they also show very clearly the wave of depression that struck the country prior to the close of the fiscal year of 1893. During the first two years we find an increase of 26,008, while the succeeding year shows a decrease of 13,415. The reports of the Inter-state Commerce Commission give statistics only to the close of June 30, 1892, and we are not, therefore, able to determine what reduction has been made in the number of railway employes throughout the Union on account of the pending depression in business. The total number reported by the commission for 1892 was 821,415, showing an increase over 1891 of 37,130.

The returns for the year indicate that for every 100 miles of road there are 1,105 persons employed, as against 1,187 last year; a decrease of 82 per 100 miles of road. In 1887, the most reliable statistics show that there was 1 employe to every 87 persons in the United States; in 1890, 1 in 84; in 1891, 1 in 82; in 1892, 1 in 79. The five companies reporting the greatest number of employes are the Pennsylvania road, 54,611, as against 54,527 last year; Philadelphia and Reading, 31,759; Lake Shore and Michigan Southern, 17,651; New York, Lake Erie and Western, 16,835; Pittsburg, Cincinnati, Chicago and St. Louis, 12,340; a total of 133,196. While the returns indicate a falling off in the total number of employes, the lines named, all of which may be considered trunk lines, show an increase over last year, the number then being 129,138.

COMPENSATION OF EMPLOYES.

The returns of some companies are defective with reference to the number of persons employed and the compensation paid. This fact was referred to in the report for last year, and owing to the lack of information it is impossible to obtain absolutely reliable statistics as to the average amount of compensation paid employes. The report of the Philadelphia and Reading road is in many ways defective. By virtue of the provision of law it should have been filed on the 31st of August, but it was not received until December 12, too late to be returned for correction. This is mentioned as a reason for some defects that appear in the report, not only in regard to compensation and number of employes, but also in regard to other matters treated of. Before the Lehigh Valley road became a part of the Philadelphia and Reading system it employed over 18,000 persons, while the Philadelphia and Reading for the same year reported about 16,000. After the combination of the two lines and others the number reported by the Philadelphia and Reading was only 31,759. It is not to be presumed that the disparity between these figures is to be taken as indicating that thousands of persons were thrown out of employment on account of the leasing by the Philadelphia and Reading of the Lehigh Valley and other roads. Possibly the disparity may be susceptible of explanation; but the report, as stated before, was received so late that no steps could be taken towards assuring ourselves of its correctness. Some deductions may be made from the various reports, notwithstanding the imperfect returns made in some instances, that will be of interest.

To the 200,158 employes there was paid during the year \$118,128,788.75, or an average yearly compensation of \$590.17, and average monthly compensation of \$49.18, and an average daily compensation of \$1.61. The five companies employing the largest number of persons were the Pennsylvania, the Philadelphia and Reading, the Lake

Shore and Michigan Southern, the New York, Lake Erie and Western, and the Pittsburg, Cincinnati, Chicago and St. Louis. During the year these companies had in their service 133,196 employes, or 66 1-2 per cent. of the entire number reported to this Department. The compensation paid by these companies was \$79,738,931.24, or 67 1-2 per cent. of the entire compensation paid. The table herewith shows the number of men employed by each of these companies and the compensation received by them. Although we cannot vouch for the absolute correctness of these figures, they may be considered as substantially correct.

Comparative statement showing the number of employes of five roads, with their compensation for three years.

NUMBER OF EMPLOYES.

NAMES OF COMPANIES.	1891.	1892.	1893.
Pennsylvania railroad,	51,750	54,527	54,611
Philadelphia and Reading railroad,	14,190	*28,716	31,759
Lake Shore and Michigan Southern,	13,966	17,442	17,651
New York, Lake Erie and Western railroad,	16,962	17,211	16,835
Pittsburg, Chicago, Cincinnati and St. Louis,	10,503	11,242	12,340
Total,	107,371	129,138	133,196

COMPENSATION OF EMPLOYES.

NAMES OF COMPANIES.	1891.	1892.	1893.
Pennsylvania railroad,	\$29,389,842 78	\$31,628,443 30	\$35,696,420 48
Philadelphia and Reading railroad,	8,202,955 35	*16,197,796 64	17,850,305 65
Lake Shore and Michigan Southern,	8,146,674 46	9,998,380 04	10,239,106 80
New York, Lake Erie and Western,	10,236,556 99	10,498,475 91	10,310,498 76
Pittsburg, Chicago, Cincinnati and St. Louis,	4,984,547 74	6,984,584 21	7,642,600 05
Total,	\$60,910,577 32	\$75,307,680 10	\$79,738,931 74

* Includes employes of, and compensation paid by, Lehigh Valley and other lines recently leased by the Philadelphia and Reading Railroad Company.

TRAIN MILEAGE.

PASSENGER TRAIN MILEAGE.

The reports of the operating roads show a passenger train mileage of 63,728,356 miles, as against 66,055,516 for last year, a decrease of 2,327,160 miles. These figures are rather ominous, when it is noted that the mileage for last year showed an increase of 9,857,854

over that of 1891. The increase for the years named was 6 7-10 per cent., while the decrease for 1893 was 3 6-10 per cent. The Pennsylvania Railroad still shows the highest passenger train mileage, 15,980,468, as against 15,179,245 last year. The Philadelphia and Reading road shows 10,050,918; the Lake Shore and Michigan Southern, 5,121,215; the New York, Lake Erie and Western, 5,429,994; the Philadelphia, Wilmington and Baltimore, 4,729,519; a total of 41,312,114 miles for these five roads, or nearly two-thirds of the entire mileage reported to this Department. While there has been a falling off in passenger train mileage, as before stated, the returns of these companies show an increase. For last year they reported 36,519,564 miles. In our remarks last year regarding the roads showing the highest passenger train mileage, the Pittsburg, Cincinnati, Chicago and St. Louis road was included, but this year the mileage of the Philadelphia, Wilmington and Baltimore road is greater. The highest average rate of speed of passenger trains is as follows: Baltimore and Harrisburg and Western Maryland, 40 miles an hour; Lehigh and Susquehanna and Philadelphia, Wilmington and Baltimore, 45 miles an hour; Pittsburg, Fort Wayne and Chicago, the Pennsylvania, and the New York, Lake Erie and Western, 38 miles an hour.

FREIGHT TRAIN MILEAGE.

There has been an increase in the freight train mileage during the year, the returns showing a mileage of 114,524,930, as against 113,261,396 last year; an increase of 1,263,534 miles. To the casual observer these figures may seem satisfactory, and yet when it is seen that the returns for last year showed an increase of 9,455,453 miles over the previous year, it will be apparent that a proportionate increase has not been maintained.

The five roads reporting the greatest freight train mileage are the Pennsylvania, 24,138,681; Philadelphia and Reading, 19,958,079; New York, Lake Erie and Western, 10,936,343; Lake Shore and Michigan Southern, 9,029,793; Pittsburg, Cincinnati, Chicago and St. Louis, 8,213,735; a total of 72,276,631. These roads all report an increased mileage, except the New York, Lake Erie and Western. The total mileage of all trains, passenger and freight, is reported at 178,530,853. It will be observed that there is a marked discrepancy between the total passenger and freight train mileage and the total amounts as given above. This is owing to the fact that in the reports of some companies no separate statement is kept of passenger and freight train mileage; but the total of the two is given and in our computations, therefore, of these returns, do not appear, but are carried into the total columns and make the grand total of 178,530,853, as stated. The total train mileage as given last year was 173,748,751.

PASSENGER TRAFFIC.

The total number of passengers carried during the year was 152,460,844, as against 140,190,599 last year. The number of passengers carried one mile was 2,895,112,855, as against 2,678,244,624. Comparing the figures of last year with those of five years ago, we find a very great increase. The number of passengers carried at that time was 99,346,822. The five companies carrying the greatest number of passengers were the Pennsylvania, 47,280,651; Philadelphia and Reading, 26,769,122; New York, Lake Erie and Western, 12,452,623; Philadelphia, Wilmington and Baltimore, 12,392,873; Pittsburg, Cincinnati, Chicago and St. Louis, 6,501,321; making a total of 105,396,590. The total number carried by these roads for the previous year was 96,238,201. All these roads show a considerable increase in the number carried. The Lake Shore and Michigan Southern carried 5,629,514, as against 5,868,299 the previous year; showing a slight decrease. The average distance a passenger was carried was, Pennsylvania, 18 miles; Philadelphia and Reading, 13 miles; New York, Lake Erie and Western, 23 miles; Philadelphia, Wilmington and Baltimore, 19 miles; Pittsburg, Cincinnati, Chicago and St. Louis, 25 miles; Lake Shore and Michigan Southern, 47 miles. These figures differ but slightly from those of last year, the greatest increase being found in the Lake Shore and Michigan Southern, which for the previous year was 42 miles. The following five companies show the greatest passenger traffic per mile of road. Schuylkill River East Side, 11,208.02; Philadelphia, Wilmington and Baltimore, 8,106.07; Pittsburg and Castle Shannon, 7,764.95; Pennsylvania, 7,372.48; Pittsburg, Fort Wayne and Chicago, 7,371.59. The road receiving the highest amount for passenger traffic per mile of road was the Schuylkill River East Side, which is the connecting link between the Philadelphia and Reading system and the Baltimore and Ohio, and is located within the limits of the city of Philadelphia, or nearly so.

From the returns made to the Inter-state Commerce Commission for the year 1892, the total number of passengers carried was 560,958,211, as against 531,183,988 during 1891. The same returns indicate that the number of passengers carried one mile in the United States was 13,362,898,299, as against 12,844,243,881 for 1891. It would appear from these figures that the roads reporting to this Department have 27 per cent. of the entire passenger traffic of the country, and of the passengers carried one mile 22 per cent.

FREIGHT TRAFFIC.

The number of tons of freight carried by the roads reporting to this Department was 281,681,030, as against 290,480,712 for 1892; a decrease of 8,799,682. The number of tons of freight carried one mile was 27,860,874,938, as against 27,319,013,553 last year. From this tonnage the companies received \$191,392,514.51, as against \$193,337,535.22; a decrease of \$1,945,020.71. The five companies showing the greatest freight earnings per mile were the Delaware, Lackawanna and Western, \$32,334.97; Monongahela Connecting, \$54,097.60; Pittsburgh and Lake Erie, \$23,977.52; Delaware, Susquehanna and Schuylkill, \$23,518.64; Lehigh and Susquehanna, \$22,260.60. The five companies showing the highest number of tons of freight carried and the average distance haul of one ton were the Pennsylvania, 56,338,300; average distance, 139 miles. Philadelphia and Reading, 35,067,515; average distance, 109 miles. New York, Lake Erie and Western, 17,309,198; average distance, 159 miles. Lake Shore and Michigan Southern, 14,348,773; average distance, 177 miles. Northern Central, 14,293,032; average distance, 65 miles. These figures differ but slightly from those of last year, except in the total number of tons carried, which was 146,479,962 last year, as against 137,356,818 this year; and the average distance of carrying one ton of freight last year was 123 miles, as against 130 this year.

ALL KINDS OF FREIGHT CARRIED.

PRODUCTS OF AGRICULTURE.

Compared with the tonnage of last year there has been a decrease in the amount of agricultural products carried. Last year there were carried 19,174,726 tons; this year 18,477,085; a decrease of 697,641 tons. The tonnage for last year showed an increase of over 4,000,000 tons over 1891. The New York, Lake Erie and Western carried during the year 1,965,714 tons; the Pennsylvania, 3,443,838; Lake Shore and Michigan Southern, 2,056,179 tons; Pittsburgh, Cincinnati, Chicago and St. Louis, 1,374,157 tons; Philadelphia and Reading, 2,191,118 tons; Northern Central, 1,707,190 tons. The Pennsylvania road shows an increased tonnage; most of the other roads a decrease. The Pennsylvania last year reported 2,825,951 tons.

PRODUCTS OF MINES.

Last year the tonnage from our great mining interests amounted to 171,913,484 tons; this year the amount is 180,534,176; an increase of 8,620,692 tons, or five per cent. Our report last year showed a very large increase in the transportation of the products of agriculture. This year there is a decrease in that tonnage, but an increase in the tonnage from the mines. The five companies carrying the greatest tonnage from the mines are the Pennsylvania, 36,537,325 tons; Philadelphia and Reading, 24,300,760 tons; New York, Lake Erie and Western, 11,043,021 tons; Delaware, Lackawanna and Western, 9,358,075 tons; Northern Central, 8,254,702 tons.

PRODUCTS OF FORESTS.

In the report for last year the products of forests were given at 15,853,793 tons. The amount this year is 16,602,476 tons, an increase of 747,683 tons, or about 4 2-3 per cent. The percentage of 1892 over 1891 was 7 1-2 per cent. Of the tonnage for this year the Pennsylvania road carried 3,039,864 tons; New York, Lake Erie and Western, 1,326,710; Northern Central, 1,202,168 tons; Philadelphia and Reading, 1,319,040 tons; Western New York and Pennsylvania, 1,107,494 tons; a total of 7,995,276 tons. These figures indicate that the companies named carried about 50 per cent. of the entire tonnage.

MANUFACTURES.

The tonnage from this source during the year was 40,147,802 tons, as against 35,528,399 last year. The companies that carried more than one million tons of this traffic are, the Allegheny Valley, 1,677,763 tons; Cleveland and Pittsburg, 1,395,490 tons; Lake Shore and Michigan Southern, 2,490,602 tons; New York, Lake Erie and Western, 1,380,732 tons; Northern Central 2,591,605 tons; Pennsylvania, 11,122,955 tons; Philadelphia and Reading, 3,073,792 tons; Philadelphia, Wilmington and Baltimore, 1,679,580 tons; Pittsburg, Cincinnati, Chicago and St. Louis, 2,859,651 tons; Pittsburg, Fort Wayne and Chicago, 1,641,857 tons.

MISCELLANEOUS MERCHANDISE, ETC.

Last year under this heading the number of tons reported was 20,862,902. For this year the number of tons is 25,911,492; an increase of 5,048,590 tons.

Combining the figures with reference to tonnage, which are embraced in Table H, for the year 1892, there was shipped 263,333,304 tons; for this year 281,673,031; an increase of 18,339,727 tons, or about 7 per cent. Returns for last year show an increase of about 24,500,000 tons, or a percentage of 10 per cent. There will be found

some discrepancies between the total tonnage as found in Table I, and the totals given in Table H. This arises from the fact that several of the roads report the total amount of tonnage, but do not classify with reference to the products of farms, mines, manufactures, etc.

RATES OF TRANSPORTATION.

In former reports of this Department some interesting comparisons were made with reference to the rates of transportation charged by the railways within the limits of Pennsylvania, or under the control of Pennsylvania corporations, and those of other States of the Union and of foreign countries. The comparisons are of interest to Pennsylvanians generally, but of special interest to the shipper, and they should convince him that he enjoys very great privileges in the matter of transportation. The following table shows the rate charged per ton per mile by the companies named, for the years 1890, 1891, 1892 and 1893. It indicates a general and quite uniform decrease in the rates of transportation, and would seem to indicate also that the lowest possible figures had been reached at which railway corporations could transport the products of the country:

Table showing average rate per ton per mile for the companies mentioned for each of the following years.

NAMES OF COMPANIES.	1890.	1891.	1892.	1893.
Pennsylvania, . . . . .	.661	.656	.647	.620
Philadelphia and Reading,	1.000	1.025	.877	.908
Buffalo, Rochester and Pittsburg, . . . . .	.654	.595	.594	.554
Cumherland Valley,	1.199	1.241	1.285	1.206
Delaware, Lackawanna and Western, . . . . .	.979	.916	.923	.938
New York, Lake Erie and Western, . . . . .	.663	.658	.629	.655
Northern Central, . . . . .	.605	.602	.604	.601
Philadelphia, Wilmington and Baltimore,	1.356	1.358	1.417	1.321
Pittsburg, Cincinnati, Chicago and St. Louis, . . . . .	.615	.709	.682	.685
Lake Shore and Michigan Southern, . . . . .	.644	.630	.602	.599

A careful study of these figures will show that in the four years named the rate per ton per mile has materially decreased. So much so, in fact, that the change makes a difference of many millions of dollars in the total receipts of these great railway companies. The average rate per ton per mile charged by the Philadelphia and Reading during the year was .908 cent; an increase over the rate of last year.

This is somewhat remarkable in view of the fact that there has been a decline in the rates of nearly all the roads named. The rate per ton per mile of the Pennsylvania road last year was .647; this year it is reduced to .620; a decrease of .027. To the casual observer this reduction may seem insignificant, but when it is understood that this road carried during the year 56,338,300 tons, or reduced to a ton mileage, 7,832,629,615 tons, it will be seen that by this reduction a difference is made in its receipts of \$2,114,809.99; an amount equal to a dividend of 1 3-5 per cent. on the capital stock of this great corporation. More clearly stated, had the Pennsylvania received the same rate during the year covered by this report, as it did the previous year, its receipts from passenger traffic alone would have been augmented by the sum mentioned, to wit: \$2,214,809.99. A reduction of one mill in the rates causes a decrease of several millions of dollars in the receipts of the roads of the country, when we take into consideration the great amount of freight transported. Indeed, rates of transportation are so reasonable, or we might say so low, that in the delivery of a barrel of flour to a railway company, its delivery to the consignee at point of destination and its transportation across the entire State, the freight charged is less than that for drayage. It may be assumed, also, that the public enjoy as low a rate for the transportation of commodities as they could possibly expect were our railway corporations owned and controlled by the States or by the federal Union. We are warranted in assuming this from the fact that in foreign countries where the railways are owned by the Government the rates of transportation are much higher than in America. Extended reference was made to this fact in the report last year. It was then said that from the best information available the railways of Great Britain received about two cents per ton per mile for the transportation of the commerce of that nation. This is about three times the rate received by the Pennsylvania road. This road at the rate of .620 per ton per mile, as before stated, received \$48,599,098.04 from its traffic for the year, and the Philadelphia and Reading, at the rate of .908, received \$34,640,519.98. Notwithstanding the low rate received by the Pennsylvania road the company has been able to pay the interest on all its funded indebtedness and to distribute to its share-holders a dividend of six per cent. Certainly conservatism and economy and business tact characterize the present management of this road or it could not continue to exist and carry the products of our farms, mines and factories at so low a rate of transportation. As before seen this road received from its freight traffic about forty-eight and a half millions, but had it received the rates that prevail in Great Britain its income would have been about one hundred and fifty-six and a half millions. These figures must impress every one with the fact that the interests of the people are being conserved in a magnificent way by this and

other railway corporations. We have made comparison of the rates received this year with those of the three preceding years, but it is more interesting to compare them with the rates of twenty-five years ago, and such comparisons will dispel from most minds the impression that the railways of the country are charging too high rates for the transportation of passengers and freight. Twenty-seven years ago the Pennsylvania road received 23 2-10 cents per ton per mile. Year by year the rate has diminished until it is now only about one-fourth that sum. We make this statement more comprehensive by saying that if this company had received the same rate during the year just closed that it received in 1866, its receipts from freight traffic would have been \$181,717,007.07 instead of \$48,599,098.04. These figures are a complete refutation of the statement too often heard in this country, that the industrial policy that has prevailed since 1861 has been productive of conditions favorably to the corporations and monopolies and prejudicial to the interests of the laboring classes.

The rates of passenger traffic have not decreased in as great proportion as the rates of freight traffic, and yet the tendency has been constantly downward. For instance, in 1890 the Pennsylvania road received 2.094 cents per passenger per mile; in 1891, 2.070; in 1892, 2.028; in 1893, 1.968. The following table shows the rates received by the companies named during the same period, and presents indisputable evidence of the steady decline in the rates:

Table showing the average passenger rate per mile for the companies mentioned for each of the following years.

NAMES OF COMPANIES.	1890.	1891.	1892.	1893.
Pennsylvania,	2.094	2.070	2.028	1.968
Philadelphia and Reading, *	1.009	1.870	1.093	1.848
Buffalo, Rochester and Pittsburg,	2.428	2.246	2.268	2.275
Cumberland Valley,	2.300	2.215	2.141	2.123
Delaware, Lackawanna and Western,	2.088	2.033	1.857	1.999
New York, Lake Erie and Western,	1.596	1.539	1.515	1.482
Northern Central,	2.214	2.205	2.139	2.040
Philadelphia, Wilmington and Baltimore,	2.092	2.101	2.070	2.024
Pittsburg, Cincinnati, Chicago and St. Louis,	2.361	2.354	2.283	2.163
Lake Shore and Michigan Southern,	2.254	2.104	2.183	2.195

* The Philadelphia and Reading rates for 1891 and 1893 differ so materially from the rates for 1890 and 1892, that they would seem to be erroneous. However, they are given precisely as reported by the company.

Some very interesting data regarding rates of freight transportation recently appeared in a railway publication the same having been prepared by Mr. C. P. Leland, who is now Auditor of the Lake Shore

ard Michigan Southern Railroad Company, at Cleveland, Ohio. Mr. Leland has been connected with the auditing department of that road for thirty-three years, and we may therefore assume that he is familiar with the costs and receipts per ton per mile for carrying freight and that the information given the public in the extract from his article is reliable, coupled with the fact that the reduction in rates of that great corporation so nearly corresponds with the changes that have occurred in freight rates on the Pennsylvania railroad. Among other things he says:

“Fortunately I can go back thirty-nine years to 1854 for the average rate per ton per mile, and it shows conclusively that the public and not the railroads has reaped the benefit of every economy, every improvement introduced; notably that of the Bessemér steel rail introduced in 1862, and reaching us in 1867. This, with extensive improvements in grades and alignment, has enabled the Lake Shore and Michigan Southern to increase its average freight train load from 137 tons in 1870 to 276 tons (more than double) in 1892. Yet the profit on the 137 tons, one mile, in 1870, was 78 cents, while the profit on the 276 tons, one mile, in 1892, was but 45 cents. Notice how the rates tumbled downward from 1868:

AVERAGE RATE PER TON PER MILE ON THE LAKE SHORE AND
MICHIGAN SOUTHERN RAILWAY.

	<i>Cents.</i>		<i>Cents.</i>
1854,.....	3.510	1874,.....	1.180
1855,.....	3.210	1875,.....	1.010
1856,.....	2.960	1876,.....	.817
1857,.....	2.740	1877,.....	.864
1858,.....	2.380	1878,.....	.734
1859,.....	2.292	1879,.....	.642
1860,.....	2.157	1880,.....	.750
1861,.....	2.092	1881,.....	.617
1862,.....	2.099	1882,.....	.628
1863,.....	2.296	1883,.....	.728
1864,.....	2.833	1884,.....	.652
1865,.....	2.903	1885,.....	.553
1866,.....	2.476	1886,.....	.639
1867,.....	2.427	1887,.....	.670
1868,.....	2.336	1888,.....	.636
1869,.....	1.714	1889,.....	.664
1870,.....	1.504	1890,.....	.626
1871,.....	1.391	1891,.....	.628
1872,.....	1.374	1892,.....	.599
1873,.....	1.335		

"This table shows that the rate per ton per mile for 1892, a trifle under six mills, was but

80 per cent. of the rate for 1880.

40 per cent. of the rate for 1870,

28 per cent. of the rate for 1860,

17 per cent. of the rate for 1854.

"When a railroad moves one hundred tons (six car loads) of average freight one mile for a shade less than sixty cents, less than you can get yourself transported one mile in a hack, it would seem as if the bottom was reached.

"Only a railroad exceptionally favorably located, carefully managed, with a very large tonnage and long haul, can do it and pay its owners anything on their investment. Three quarters (in mileage) of the railroads of the United States could not meet their fixed charges with an average rate of six of even eight mills per ton per mile.

"With a considerable higher average rate in 1892 (a little less than one cent per ton per mile, .967), all the railroads of the United States, out of gross earnings, aggregating \$1,205,272,023, paid but \$83,336,811 in dividends on \$4,920,555,225 capital stock, less than 1 7-10 per cent., and 1892 was a very prosperous year. A little more oppressive, confiscatory legislation would wipe out that very thin margin, and the payment of a dividend to a stock-holder become a "lost art." A further reduction in the average rate per ton per mile of only one mill, ten per cent., would cut down the freight earnings of all the railroads in the United States \$84,448,197; thus utterly obliterating the aggregate dividends of 1892 (\$83,336,811). To the railway stockholders it is no longer a question of profit, or dividends, but of existence.

Does not this one tremendous fact show the vital necessity of freight statistics?"

EARNINGS.

The total passenger earnings of the roads reporting for the year was \$69,241,087.63; total freight earnings, \$204,471,458.40; other earnings, \$3,427,372.42; making a grand total of \$277,537,303.90, as against \$269,856,555.80 last year. The total income from other sources, including interest on bonds, dividends on stock owned by the companies, rentals, etc., was \$39,686,162.67. This makes the amount received from all sources \$317,223,466.57, as against \$305,680,351.20 last year. The amount of passenger earnings last year was \$66,109,281, and of

freight earnings \$199,522,802.35; an increase of nearly five millions. The increase last year over 1891 was about seventeen millions. It will be seen that the total income for the year exceeded that of last year by \$11,543,115.37. These figures indicate a fair degree of prosperity, and yet the results are not so favorable as they were the previous year, when the increase was \$16,727,774.76 over the preceding year. In considering these statistics regarding the earnings of railways, it must be understood that our fiscal year ends June 30th, and therefore the depression and stagnation of business, not only in our own State but throughout the country, will not be so apparent as they will be in the report next year. Undoubtedly the great depression of business has materially affected all the roads, and this we think is clearly shown, in some instances, by the reduction in income from transportation, and in others by the absence of that increase reasonably expected in the current of railway business. In other words, where there has not been a decrease in the receipts for transportation, there has been a decrease in the percentage of increase, as before observed. Examining the earnings of some of the companies in detail, we find the Buffalo, Rochester and Pittsburg makes a good showing, its earnings being \$3,215,291.76, as against \$2,860,908.30 last year. The earnings of the Cumberland Valley were \$953,394.08, as against \$924,034.35; Lake Shore and Michigan Southern \$24,046,875.75, as against \$23,155,944.77; New York, Lake Erie and Western, \$31,289,979.80, as against \$32,203,771.30. In 1887 the Pennsylvania road received \$35,305,728.40; in 1888 and 1889 there was but little difference in the receipts; in 1890 the amount was \$71,093,629.36; in 1891, \$71,176,830.07; in 1892, \$74,213,020.41; in 1893, \$76,011,102.10. The Pittsburg, Cincinnati, Chicago and St. Louis received during the year \$17,059,796.62, as against \$16,275,238.54 last year. The total earnings of the railways of the United States for the year 1892, as reported to the Inter-state Commerce Commission, were \$1,171,407,343, as against \$1,096,761,395 for 1891. These figures show an earning of \$7,213 per mile of line. It must be remembered, however, that this date does not cover the period so seriously affected by the general depression of the business. It appears from the same report that 68.23 per centum of the total receipts of the roads in the United States were derived from freight traffic, and 24.48 per centum from passenger traffic, the balance of receipts being from interest on bonds, etc. In Pennsylvania 64 per cent. of the receipts was from freight traffic and 22 per cent. from passenger traffic. The five companies showing the greatest earnings from freight traffic are the Pennsylvania, \$48,599,098.04; Philadelphia and Reading, \$34,640,519.98; New York, Lake Erie and Western, \$23,705,755.53; Lake Shore and Michigan Southern, \$15,519,591.55; Pittsburg, Cincinnati, Chicago and St. Louis, \$11,332,502.62; making a total of \$133,797,467.72. The five com-

panies showing the greatest passenger earning are the Pennsylvania, \$20,143,885.44; Lake Shore and Michigan Southern, \$7,741,715.39; Philadelphia and Reading, \$7,056,729.88; New York, Lake Erie and Western, \$6,642,769.79; Philadelphia, Wilmington and Baltimore, \$5,305,875.33; a total of \$46,890,975.83.

As before observed, the earnings per mile of road in the United States, which, of course, includes both passenger and freight traffic were \$7,213; while in Pennsylvania they were \$17,516. These figures indicate a greater degree of prosperity among the railway interests of Pennsylvania than is the lot of the roads generally throughout the country.

ACCIDENTS.

While the year ending June 30, 1892, was prolific of accidents the year just closed shows still greater havoc among both passengers and employes. This is a serious matter, which legislators in all states of the Union should take into consideration, in order that something may be done to stop the great destruction to human life and the maiming of so many patrons and employes of the railways of the country. As Pennsylvanians we feel a commendable pride in the superiority of our railways, and railway service, which is strikingly emphasized when our American lines are compared with those of Europe, or, indeed, of any foreign country. In nearly all particulars we are far in the lead, but unfortunately in regard to the prevention of accidents we are found to be badly deficient.

It is a sad commentary on our railway systems to be obliged to admit that for some cause we are destroying more lives and making more cripples in proportion to our passenger traffic than any of the railway systems of Europe. The very best interests of railway corporations can be surely advanced by reducing to a minimum the number of accidents, and all thoughtful persons, possessed of high sentiments and philanthropic principles, very naturally demand that whatever is necessary shall be done to protect the lives and limbs of the patrons and employes of our railways. Can there be improvement which shall result in a less number of accidents by statutory provisions? Or is it simply a question of care and efficiency in management?

Public opinion, as expressed in the newspapers, clamors for legislation whenever a calamity of a serious character occurs, in the hope that stringent laws may be passed to prevent a reoccurrence of the

calamity; but legislation, under such circumstances, is often ill-considered, often defective and usually passed through prejudice. The Kansas Populist, clamoring for redress of his fancied wrongs and sufferings, alleged to have been inflicted by railway corporations, undertook to throttle the interests of the several railway systems in that state by increasing the burdens of taxation, and the result has been that not only has no good been accomplished for the Populist, but he has brought bankruptcy and financial ruin to a number of the railway corporations and to the holders of railway securities. There is, however, an opportunity to do much good in the way of conservative legislation. State railway supervision is a necessity of the times. No specific legislation in regard to construction or operation will be of great value, as improvements are constantly being introduced, and will continue to be to such an extent that legislation could not keep pace with them, and therefore specific enactments looking to the establishment of certain mechanical apparatus, or regulating administrative details, would soon become obsolete and ineffectual. It would seem that the most good can be accomplished by the establishment of railway commissions in the different states and the members thereof provided with fair salaries and a liberal appropriation for expenses. If this were done the services of the most efficient men could be commanded, and where the commissions are clothed with power to enable them to compel railway managements to adopt all the most approved safety appliances, methods and apparatus, and also the most approved rules with reference to safety, and are empowered to exact the highest degree of perfection in construction and maintenance of road and equipment, the best results will be obtained. When all the states shall have legislated thus far, it would seem that the limits of propriety, so far as legislation is concerned, will have been reached. For it is believed that all the steps will then have been taken to insure the greatest freedom from disaster, and the states will have exhibited a conservatism of a commendable character and as indicating no desire on the part of the people looking to the confiscation of property. All legislation aimed further than that indicated will be regarded as an encroachment on the vested rights of those owning railway securities, and it is believed would not be effectual in good results.

While the urgency of a commission may not be so imperative in Pennsylvania as elsewhere, yet when we regard the safety of the passenger and the employe, and especially when we contemplate the long list of those reported killed and injured last year, it is apparent that such a commission, even in Pennsylvania, should be seriously considered by the Legislature. This view of the matter is emphasized when it is known that there are several lines of road in the State whose condition is such as to require State supervision, to the end that the

bridges, road-beds and equipment may be put into serviceable and safe condition. An instance may be cited to prove the truth of this position. It occurred recently in the State of New York, where a board of railway commissioners exists, clothed with authority to stop the running of passenger trains whenever, in the opinion of the commissioners, the roadbed or equipment is in an unsafe or unserviceable condition, such as to endanger the lives and limbs of passengers and employes. Many of the roads in that state have lines running into Pennsylvania. So far as they are within the limits of New York they are subject to the supervision of the railway commission of that state; but in Pennsylvania they are exempt from such supervision. It is reasonable to conclude that if supervision is desirable in New York, it is equally desirable in Pennsylvania. It is less than a year since a serious accident occurred on the line of one of these roads in New York state, which extends from the interior of the state across the line into Pennsylvania. It is reported that the commissioners of New York made an inspection of the road in their state and condemned portions of the bridges and roadbed as unsafe, and compelled the company to stop the running of passenger trains until the road and equipment were in better condition. This action on the part of the commissioners must be commended, and the public generally will endorse their action, as they were discharging a duty to the people of New York—a duty which no efficient and painstaking officer could disregard. The trains, however, continued to run over that portion of the road in this State, as no authority is conferred upon this Department, or any State officer, to take similar action to that taken by the New York authorities.

In the insurance of property we find it classified with reference to the risk to be carried by the insurers. The good country farm houses, the isolated dwellings in cities, the well-constructed brick, iron or stone stores of towns and cities are considered non-hazardous and good risks and are carried by the insurers at a very low rate of premium; while planing mills, frame rows and other property of an inflammable character are risks classified as hazardous and extra-hazardous and are insured only at extraordinarily high rates, often ten-fold more than the rates named on the other properties referred to. The most of our Pennsylvania railway lines belong to the safe class and the risk to life and limb of passengers is reduced to a minimum, but there are a few lines whose equipment, roadbed, bridges and tunnels are in such condition as to make the danger to passengers hazardous, often extra-hazardous, and yet the passenger pays the same rate over all our lines, or if there is any difference, the highest rates are paid over the lines whose condition is the worse. While this comparison may not be just a parallel one, it forcibly shows the existence of conditions that need correction. Again, in the insurance business

rates are often adjusted with reference to the management of the business carried on in the property insured. The buildings may be of the non-hazardous class, and yet the business may be carried on by a reckless management—by men who take no care with regard to the prevention of fires. In such cases the rates of the insurance are often double, and in many cases, the insurance of the property is declined by the conservative underwriter. So it is with railway management. There may be good equipment, excellent roadbed; but by defective and careless management the safety of passengers is endangered and traveling made hazardous. How very important, then, that the strong arm of the State should step in and demand a careful, cautious and conservative management, that the safety of the patrons of the road may be assured. Without any desire to single out any one of our railway corporations, either as an example of perfection on the one hand, or recklessness on the other, it may be said that the Pennsylvania Railroad needs no supervision on the part of the State, with reference to management or condition of road. It is probable that the road most perfect in construction and equipment, able and aggressive in management, and yet strictly conservative, is the Pennsylvania Railroad. It is scarcely possible to controvert this statement, and indeed the truthfulness of the proposition is universally admitted by those familiar with the various railway systems of the continent. So perfect in all its details, occupying the most advanced line in the way of improvements, conserving the interests of the shipper and the convenience of the traveler, this road, under its present management and organization, should be the pride of all our people.

The condition of this road and most of the others of the State is such as to render supervision almost unnecessary; but unfortunately, as we have indicated, such favorable conditions do not exist in regard to all our lines, and the welfare of the people requires that there be either a commission constituted by law to exact further improvements from such companies to bring them up to a similar standard of safety and service, or power be given to some State officer that the same results may be attained. The Constitution of the State requires that the Secretary of Internal Affairs shall exercise a general supervision over the railways of the Commonwealth, subject to such regulations and alterations as shall be provided by law; and it may be a serious question whether, in view of this Constitutional mandate, a commission could be constituted independently of the Secretary of Internal Affairs. If this could not be done, specific and additional powers could be conferred upon the Department, to the end that there shall be such exercise of authority and such supervision as may be necessary to insure the correction of some of the existing evils, and especially to require that railway corporations, whose lines and equipment are unserviceable and unsafe, to make the needed improvements.

Looking at the returns before us of the many railway companies whose reports are filed in this Department, we find that the causes that produce accidents are almost innumerable. Defective construction and maintenance, unserviceable cars, faulty architecture and engineering in bridge construction and apparatus for heating and lighting cars, and grade crossings, are all prolific causes of accidents to passengers, employes and other persons. No greater cause exists, however, than that of incompetency and carelessness of employes.

The returns to this Department show that the total number of passengers killed during the year was 79, as against 42 for the year 1892; the injured 779, as against 658; making 1 killed out of every 1,929,884 carried, and 1 injured out of every 195,713. The returns for last year show that 1 was killed out of every 3,337,871 carried, and 1 injured out of every 213,055. Of the employes, 650 were killed and 8,848 injured, as against 495 killed and 6,833 injured last year. Fatalities to other persons, not passengers or employes, many of whom were trespassers, resulted in the death of 1,099 and the injury of 1,495, as against 952 killed and 1,329 injured during the previous year. These figures indicate a total of persons killed of 1,828 and of injured of 11,122, as against 1,489 killed and 8,820 injured last year. They also indicate that 10 persons have been killed and 61 injured to every 100 miles of road operated.

The Buffalo, Rochester and Pittsburgh road has a total of 23 killed and 192 injured, a marked difference from the figures given last year, as there have been almost double the number killed, but only about two-thirds the number injured. The figures last year were 12 killed and 327 injured. In our report last year we called attention to the very small number of persons killed and injured on the Lake Shore and Michigan Southern road. The figures for the present year are about the same, there having been 19 killed and 13 injured. The New York, Lake Erie and Western road reports figures that indicate that the management is not very careful about reporting casualties, or that their report is confined to those occurring within the limits of Pennsylvania. The New York, Chicago and St. Louis road reports but 3 killed and 37 injured. The Pennsylvania Railroad reports 23 passengers killed and 404 injured; 221 employes killed and 3,482 injured; 382 other persons killed and 463 injured; a total of 626 killed and 4,349 injured. The figures reported for the previous year were 18 passengers killed and 374 injured; 148 employes killed and 3,061 injured; 354 other persons killed and 560 injured; a total of 520 killed and 3,995 injured; an increase in killed of 106 and injured of 354. The Pittsburgh, Chicago and St. Louis road reported for the year 1891, 108 persons killed and 1,080 injured; for 1892, 205 killed and 1,731 injured; for 1893, 160 killed and 1,824 injured. Of these 3 were passengers, 61 employes and 96 other persons; of the injured, 50 were

passengers, 1,518 employes and 256 other persons. The Philadelphia and Reading road reports 305 persons killed and 1,272 injured, as against 249 killed and 434 injured the previous year, a marked increase in the number of injured. Of the 305 killed, 12 were passengers, 133 employes and 160 other persons; of the injured, 59 were passengers, 1,029 employes and 184 other persons. The figures last year were 2 passengers killed, 105 employes and 142 other persons; of the injured 23 were passengers, 280 employes and 131 other persons. A great contrast will be observed between the number of employes injured this year and last year.

The returns filed with the Interstate Commerce Commission of the United States in regard to accidents show that during the year ending June 30, 1892, there were 7,149 persons killed and 36,652 injured. This, of course, covers nearly all the accidents that occurred throughout the United States, as but few companies fail to make returns to the Commission. It is also shown by these returns that of the number killed, 376 were passengers and 2,554 employes; and of the number injured, 3,227 were passengers and 28,267 employes. Three hundred and seventy-eight of the employes were killed coupling or uncoupling cars, and 10,319 were injured by the same cause. Six hundred and eleven were killed by falling from trains. Of the passengers, 136 were killed and 286 injured in collisions. Throughout the country there was 1 employe killed in every 322, and one injured in every 29. The returns to the Interstate Commerce Commission for the year 1891 show that 1 employe in every 296 was killed, and 1 in every 30 injured; a decided increase in fatal accidents, but a slight change in the injuries. These returns indicate clearly that there is a gradual increase in the percentage of accidents among employes. In examining the returns from our own roads, we find great discrepancies in the number of passengers, employes and other persons killed and injured. The Buffalo, Rochester and Pittsburgh road reports 1 employe killed to every 133, and 1 injured to every 11. In the report for last year we called attention to the great number of accidents that occur to the employes of this company, and we regret that there is little or no improvement this year. The figures last year were, 1 killed in every 325, and 1 injured in every 7. The Pennsylvania Railroad reports 1 passenger killed to every 2,055,680 carried, and 1 injured to every 117,031; 1 employe killed to every 247, and 1 injured to every 16. It is to be regretted that a comparison of these figures with those of last year shows an increased percentage of accidents. Last year 1 passenger was killed in every 2,516,034, and 1 injured in every 121,092; 1 employe killed in every 368, and 1 injured in every 18. The Philadelphia, Wilmington and Baltimore reports 1 passenger killed to every 652,362 carried, and 1 injured to every 131,839; 1 employe killed to every 212, and 1 injured to every 45. These figures

also indicate an increase in the percentage of accidents. The Philadelphia and Reading road reports 12 passengers killed out of 26,769,122 carried, or 1 in every 2,230,760. Of these carried 1 in every 453,714 was injured. This is also an increase over the figures of last year, which were 1 in every 978,660. Among the employes 1 in every 238 was killed, and 1 in every 31 injured. The Pittsburgh, Cincinnati, Chicago and St. Louis road reports 1 passenger killed in every 2,167,107 carried, and 1 injured in every 130,026. Of employes, 1 in every 202 was killed and one in every 8 injured. The disparity in these returns as given may possibly be accounted for by the fact that some of the companies are very strict in reporting all accidents, whether of a severe or trifling character, while others are not so particular to make complete returns. The figures from the reports of the five companies just referred to show that 1 passenger in every 1,631,050 was killed, and 1 injured in every 152,998; 1 employe killed in every 233, and 1 injured in every 17.

Under national legislation recently passed, and that now pending, it is hoped that a large percentage of these accidents may be prevented. Surely the railway companies of the United States should not be put in so unfavorable a light when compared with the companies of other countries. And if legislation by Congress can improve existing conditions, there ought to be no delay in passing such legislation as may be necessary to relieve the traveling public and the employes of railways from the present great liability to loss of life and limb.

WORLD'S FAIR RAILWAY EXHIBITS.

EVOLUTION OF THE STEAM LOCOMOTIVE—THE PENNSYLVANIA RAILROADS' EXHIBIT.

One of the striking features of the World's Fair at Chicago was the railway exhibits. All the leading railways of the world seemed to vie with one another in producing the most superb equipment and in exhibiting all the new and approved railway machinery, appliances and apparatus relating to the construction, operation and maintenance of railways. Germany, Great Britain, France and Canada deserve special mention for their magnificent display, and our own American railways were most superbly represented in their display of locomotives and cars of all kinds. The feature, however, of the railway exhibit that attracted perhaps the greatest attention, was that showing the evolution of the steam locomotive and the advancement in the use of steam through all its various stages as a motive power.

While much may be said of the efforts made by other railway managements, it cannot be gainsaid that the Baltimore and Ohio led all other roads in this particular line of exhibit—the locomotive. In this age of progress and attainments it must not be forgotten that the steam railway locomotive has been the great force by which the commerce of the world has been brought to its present magnitude. Through the power of the locomotive the great American desert is a thing of the past, and that broad territory which once scarcely knew any confines, is now as fair as the “garden of the Lord,” with its thousands of farms, villages and magnificent cities. The great mountains of the west, with their rich stores of metals and minerals, are at the door of the capitalist and the laborer; every section of the great republic is a neighbor of every other section, and the country is to-day more thoroughly commercially unified than ever before. All this is due, in a large measure, to the revolutionizing influence exerted by the steam locomotive. Hence no thoughtful man passed the exhibit of the Baltimore and Ohio road without stopping to observe the reproduction of the first rudimental machinery made to accomplish what is known as land navigation. In the exhibit of this road were to be found the earliest types of the locomotive, and those persons who had no knowledge of its history were surprised to learn how long the mind of man had been struggling with the problem, the solution of which is carrying civilization into the darkest realms of the earth and wrought a revolution in the industrial conditions of the world. We have always known that our railway era commenced about the year 1830, when the brain of Stephenson evolved the first crude idea of a successful locomotive, but perhaps we have not known of those who struggled in the same lines with Stephenson and died generations before he gave us the “John Bull,” the gallant little locomotive that still survives and which at the World’s Fair seemed as frisky as when it startled the world by its appearance in 1831 on the Camden and Amboy road. At the World’s Fair locomotive exhibit one was surrounded with a treasury of history, the oldest types of locomotives and models indicating every shade of development down to the magnificent and monstrous engines that now move so great a proportion of the commerce of the nation. Here was the original grotesque production which it is claimed was an effort of Sir Isaac Newton’s at land navigation. The vehicle was a queer model and did not purport to be a correct reproduction of anything that Newton had built, but rather was constructed from fragmentary description left of his work, or, perhaps more plausibly, the result of theories advanced by him as found in scientific works or in some of his manuscripts. How crude were some of the ideas exhibited in this peculiar vehicle! It was a machine on wheels, with boiler, fire-box and steam chest, but no arrangement by which to apply to the wheels any



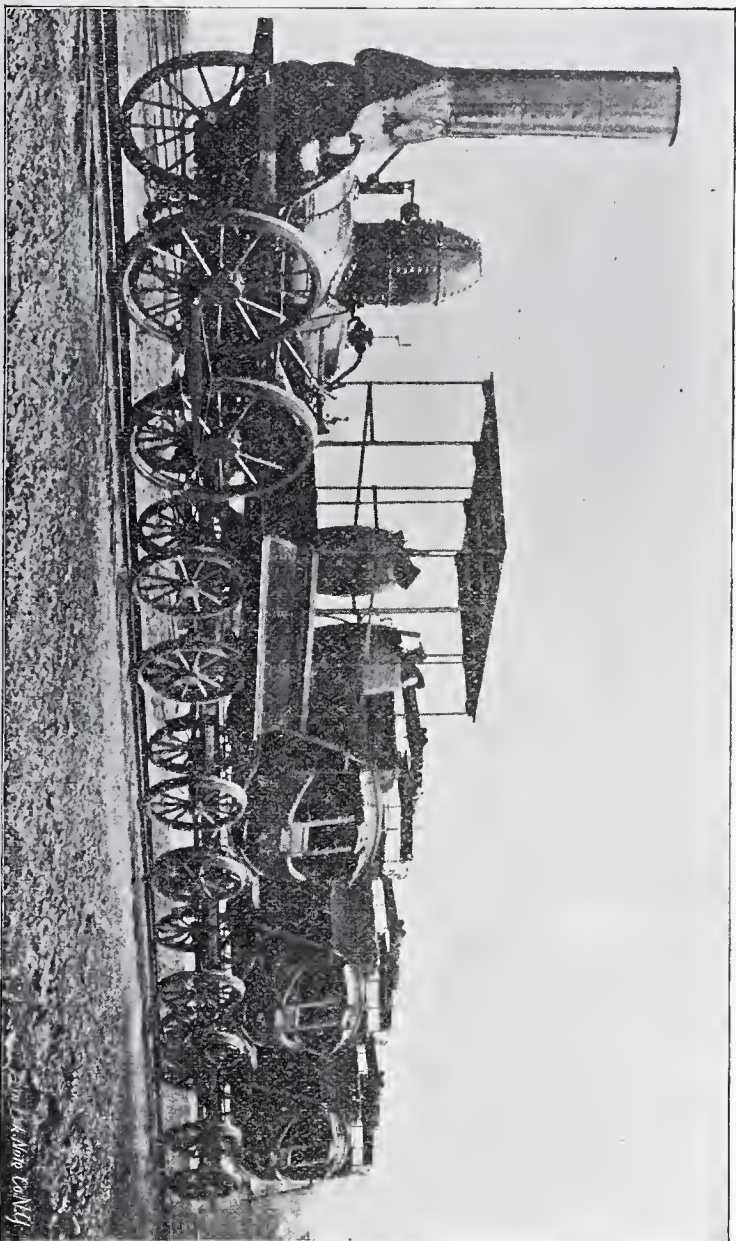
“JOHN BULL” LOCOMOTIVE

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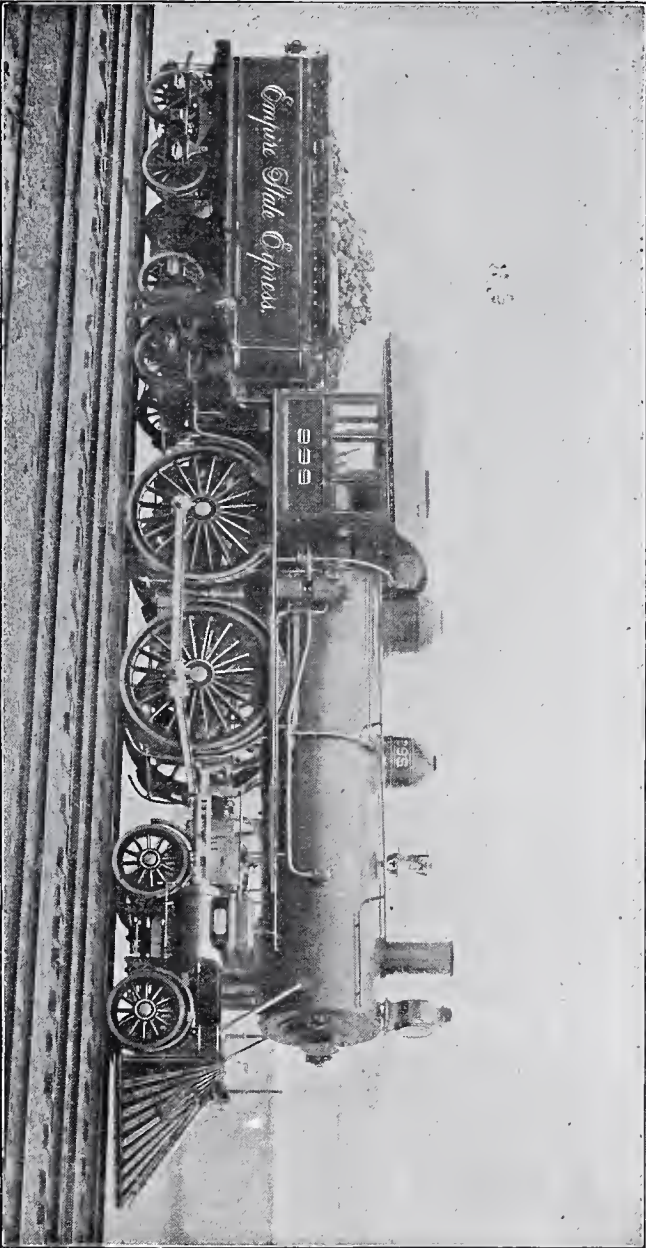
power that might be derived from the generation of steam. Those who examined it were at a loss to determine how locomotion was to be accomplished; but from a description it was found that it was arranged so that the steam would escape directly to the rear and when the valve was opened the force of the escaping steam against the atmosphere would produce such reaction as to propel the vehicle forward, thus producing locomotion. Utility, of course, seemed to be absolutely wanting, but it undoubtedly was a factor in the great problem that has been so completely and successfully solved in our own century. After an examination of many other reproductions or models of locomotives made during a period covering more than a century of time, we stood before the full sized models of the locomotives which were brought into successful use at Baltimore in 1831, and on the Liverpool and Manchester road in England a year or so previous. These models mark the beginning of the era of success in the history of the steam locomotive and from that time there has been a constant development down to the days of the great World's Fair, where was exhibited the grandeur of the mechanical and engineering powers of man in the magnificent steam locomotives of the present day. These locomotives are the result of centuries of thought, numberless experiments and studied inventions and are exhibitions of the highest order of mechanism, and when compared with the early types they show the wonderful evolution that has been in process for the last sixty years. They are testimony unimpeachable of the skill of the mechanic and engineer of our era who have made possible the production of a locomotives combining the highest order of speed and power while at the same time preserving all elements of economy. They would seem to be evidence in themselves that the highest attainments have been reached in the way of constructing steam locomotives. The genius of invention, the skill of the mechanical mind are all combined in the locomotive of to-day; but great as it is, wonderful as have been its achievements, the carrier of civilization, the forerunner of cultivation of the western prairie, the developer of industrial interests, the producer of national wealth, we pause to inquire, what of its future? Have we not seen the locomotive in the zenith of glory? Will the next World's fair find it still the monarch of motive power? The prodigious strides of electric development have given us a power that is sure to encroach upon the dominion of the steam locomotive. To what extent electricity will encroach upon the rights of steam power is a question for the scientists and mechanical skill to develop and determine.

In connection with other exhibits of the New York Central and Hudson River road was one of great interest—the reproduction of the old engine known as the “Dewitt Clinton,” and which, according to the description given, hauled the first train of cars in the State of

New York on the 9th day of August, 1831, from Albany to Schenectady and return. This engine, when built, undoubtedly seemed a monster, but when compared with the fine specimens of later days it seems like a toy. Its weight was but six tons, its cylinders only 5 1-2 inches in diameter and 16 inches in stroke, its driving wheels were 4 feet 6 inches, and its boiler 30 inches in diameter, and the capacity of the tender was 375 gallons. Attached to this primitive piece of mechanism was a train of coaches, which is described under another head. The weight of these five coaches was only 5,000 pounds. The location of this quaint exhibit was close beside the monstrous locomotive, No. 999, which had acquired a world-wide fame on account of the great speed it had attained in drawing the Empire State Express from New York to Chicago. The proximity of these locomotives and the trains to which they were attached gave every person an object lesson in the changes that have occurred since successful railroading began. A brief description of the "Dewitt Clinton" has been given, and for the sake of comparison a few features may be given of locomotive No. 999. Its cylinders were 19 by 24 inches, the diameter of driving wheels, 86 inches; its trucks, 40 inches; length of boiler, 26 feet 4 1-8 inches; weight on the drivers, 84,000 pounds; its weight in working order, 124,000 pounds; weight of tender when loaded, 80,000 pounds; making a total weight of 204,000 pounds. The length of engine was 39 feet 6 3-4 inches, and the height from rail to top of stack 14 feet 10 inches. These figures give some idea of the great contrast between the locomotive No. 999 and its forerunner, the "DeWitt Clinton." Monstrous as seemed the former engine, it had made the most remarkable run on record before being placed on exhibition at the Fair. On May 10th it ran a mile in 32 seconds, equal to 112 1-2 miles an hour. The record of this locomotive for speed, and the fact that mechanism can be made so perfect as to admit of such a performance, emphasizes the great advancement and improvements in the history of railroading in this country. The Empire State Express, drawn by this locomotive, was run on a 20-hour schedule between the cities of New York and Chicago, a reduction of five hours in the fastest time previously made between the two cities. It was an unprecedented run, and it seems all the more remarkable in view of the fact that the distance covered was 980 miles, the longest run ever attempted and accomplished at a continuous high rate of speed, the average being more than fifty miles an hour, after deducting stops. The trains drawn by this engine and others of its class were perhaps the most superb ever put into the service in the world. They were models of elegance and comfort and certainly represented the highest achievements of art and skill, rendering railway traveling about as pleasant and luxurious as could be desired. The great run referred to seems not only to have



DEWITT CLINTON LOCOMOTIVE AND TRAIN.



EMPIRE EXPRESS LOCOMOTIVE, No. 993.

established the fact that it is possible to carry passengers at a high rate of speed from one end of the country to the other, but also the fact that on a perfect road bed, with perfect cars and engines, constructed as are the cars and engine in question, a high rate of speed can be maintained without any more than the usual hazard to the lives of passengers and employes. In other words, the essential requirements in protecting passengers and employes are perfection of road and equipment and careful management, and when they are complied with, we need have but little fear regarding the speed of our passenger trains.

HISTORICAL PASSENGER EQUIPMENT.

Besides the attractive display of locomotives at the fair there was an interesting exhibit of old patterns of passenger coaches. The New York Central and Hudson River road had a fine exhibit of the primitive vehicles first used in 1831 on the Mohawk and Hudson road. The cars were built by John Goold, of Albany, New York, on plans said to have been drawn by John B. Jervis. There were three coaches resembling the old stage coach much more than the modern passenger car. The bodies of the coaches were held in place by leather supports. There were three seats inside and two outside with a place arranged for the brakeman at the end of each car, where a lever apparatus was placed with which to operate the brake shoe which was attached to one side of the car. The coaches were painted in a brownish chocolate color, except the wheels which were tinted with light green. The specifications which were the guide in the construction of these coaches are submitted for publication in this article to preserve for the future, information regarding the simplicity and unpretentious manner in which our earliest passenger coaches were constructed:

"To the Commissioner of the Mohawk and Hudson Railroad Company.

"Sir: I propose and agree to furnish for said Railroad Company, six coach tops—that is—to furnish jacks and jack bolts and braces with thorough braces, and put them on the frames of the company's railroad carriages to support the coach tops. The coach tops to be finished and hung in the style of workmanship generally adopted in Albany and Troy for post coaches. The materials and workmanship to be first quality. A baggage rack and boot to be hung at each end. The length of the coach body to be seven feet and four inches—five feet wide in the centre and three feet eight inches between the jacks. The general plan of the coach to conform to the plan and explanation given by the engineer of the company. To have three inside seats—the backs of the end seats to be stuffed with moss and all the seats to be stuffed with hair. To have a door on each side. To

have an outside seat on each end across the top of the coach, with suitable footboard. Also a seat at each end for driver or brakeman, to drop below to a suitable height to make the rack his footboard. An oil cloth to be rigged to the centre rod on coach top to cover baggage, and one at each end rolled to the back of the seat to protect it from rain. The whole completed and to be hung on the carriage frames at some point on the line of said railroad, as follows—Two coaches to be hung by the first day of July next and the remaining four by the first day of August next. The work to be subject to the inspection of the engineer of the said railroad company. The whole to be completed as aforesaid for the sum of three hundred and ten dollars each. It is understood that the above coaches are not to be provided with lamps or mud leathers.

“Albany, 23d April, 1831.”

The Old Colony road exhibited a coach that had been in use in 1834 between Boston and Dedham, and which was not unlike those of the New York Central and Hudson River road. It attracted much attention. These two exhibits represent the kinds of passenger coaches in use up to the year 1836, when the present style of car, in a crude and embryotic state, was adopted. Since that time many improvements in construction and adornment have been made until we now have the perfect coach of today, which renders railway travel a thing of decided pleasure, comfort and ease.

A substantial improvement in the appearance and convenience of the railway car was to be observed in the train attached to the John Bull engine as it made its way from New York to Chicago. The cars were built for the Camden and Amboy road. They have four-wheel trucks, outside bearings for the axles with wire springs for support. Only one brake on each car, and that fitted to one of the trucks. The brake beam hangings are composed of leather. The coupling pins are peculiar and crude and seem now to be ridiculous in shape and make. The cars inside are so low that a tall person cannot stand upright; but the arrangement of the cars, although limited in space, differs but slightly from that of the more modern coaches. The windows resemble small port holes; diminutive shades are used, and in either end of the car a candle stick or holder is placed to contain the candle then used for producing artificial light. Besides these early types of cars there were others exhibited by other companies showing each successive stage of development, as in the case of the locomotive, until we reach the magnificently constructed and handsomely finished day and sleeping coaches now in the service. The trains exhibited by the Pullman and Wagner Companies, consisting of parlor, dining and sleeping coaches, were undoubtedly the most superb, and perfect product of art, human skill and ingenuity



"JOHN BULL" TRAIN EXHIBITED AT THE WORLD'S FAIR 1883

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ever seen in railroad equipment. Many of these railway exhibits are to be fully described and illustrated in a publication soon to be issued, and if the information shall be prepared with care it will be of great value to the engineer, mechanic and investor, and in fact to all persons at all interested in the origin, growth and management of our railway systems.

THE PENNSYLVANIA RAILROAD COMPANY'S EXHIBITS.

Every Pennsylvanian who visited the Fair must have felt a just pride in the exhaustless display made by the Pennsylvania Railroad Company. A large portion of the exhibits of this company were outside of the transportation building in a large yard set apart for that purpose. An elaborate building 140 feet long by 40 feet wide was constructed to represent the most approved style of railway station in use by the road. The architecture was of the Greek style, with a signal tower containing Westinghouse electrical pneumatic machinery; while close beside it was exhibited all the apparatus of the present block system, together with 100 feet of track laid with the heavy steel rails, stone ballast, with the most approved types of switches; signals, flags, overhead foot bridges, fences and gates were also exhibited. There was also a track exhibited of the old style in use on the Pennsylvania road in 1860, which strongly marked the contrast between the two styles of track. The disparity is as great as that which appears in the present and past conditions of the locomotive. Around the splendid building were many specimens of rails, machinery, portions of road beds and foundation used on the old Portage Road over which the canal boats of the Pennsylvania canal were taken across the Allegheny mountains and over which so much of the commerce of the east and west was at one time carried. This was years before the Pennsylvania Railroad Company built its road around the Horse Shoe Bend and up the sides and through the summit of the Allegheny mountain. Specimens of the old scrap iron used for rails, and one of the first T rails, were exhibited, which weighed 35 pounds per yard; while just beside it was one of the rails now in use, 100 feet in length and weighing 100 pounds per yard; total weight, 3,333 pounds. In arranging the exhibits there seemed to have been a well-defined plan of making the display in such a way as to show the contrast between the conditions of the railway operations, equipment and construction in vogue in the early days, and those now in use. This plan seemed general and the effect was most successful in showing the marvelous growth and progress not only of this great Pennsylvania corporation, but of railway enterprises in general.

On the outside of this building there were decorated panels, upon which were given statistics relative to the early history and development of the road and of the present magnitude of the system, which,

of course, includes all the lines of the Pennsylvania road, east and west of Pittsburgh. On the panel west of the north entrance was the following inscription:

Pennsylvania Railroad Company.

Chartered April 13, 1846.

Constructed 248 miles of railroad prior to December 31, 1853.

Purchased 118 miles of railway and 283 miles of canals from Pennsylvania, August 1, 1857.

Total mileage December 31, 1892,	7,980
Total number of locomotives,	3,148
Total number of passenger cars,	3,364
Total number of freight cars,	122,122
Total number of employes,	104,021

On the panel east of the north entrance is inscribed:

Pennsylvania Railroad Company.

Mileage January 1, 1893.

State.	Miles.
New York,	106.11
New Jersey,	780.79
Pennsylvania,	3,128.14
Delaware,	237.55
Maryland,	447.47
District of Columbia,	8.16
Virginia,	103.27
West Virginia,	70.00
Ohio,	1,341.01
Indiana,	1,077.28
Illinois,	231.14
Michigan,	445.92
Kentucky,	2.91

Total mileage,	7,979.75
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Of course, the most interesting exhibit of the Pennsylvania road, and the one that attracted most attention from both old and young, was the John Bull locomotive, No. 1, which was represented as the oldest locomotive in America, having been first put into service on the Camden and Amboy road November 12, 1831. This engine was presented, not as a model or reproduction, but as the original engine that went into service in 1831. In this respect it differed from nearly all other exhibits of a primitive type. It had been exhibited at the Centennial exhibition in Philadelphia in 1876, and again at the

Chicago Exposition of Railway Appliances in 1883. Since that time it has been on exhibition in the United States Museum at Washington, D. C.—the Smithsonian Institute. It was ordered to be built in England of George and Robert Stephenson in December, 1830, and was completed in May, 1831, and shipped from Liverpool July 14 of that year. It was first put into service November 12, 1831, as before stated.

Within the building above described were several models to illustrate the wages paid to employes from 1857 to 1862. The increase in the wages from year to year was illustrated by the use of silver cubes, the different sizes indicating the amounts paid for the years named. The following table will give the sizes of the blocks of silver and the total amount of annual compensation represented by the blocks and the number of employes to whom the money was paid; to which we have added another column showing the average annual compensation paid to employes:

YEAR.	Size of Blocks.	Annual Payment.	Number of Employes.	Annual Compensation.
1857	8x8— 9-16 inch high.	\$1,692,568	3,469	\$487
1865	8x8— 2 31-32 do.	8,614,976	17,149	502
1870	8x8— 5 31-32 do.	17,284,105	33,249	519
1875	8x8— 8 7-32 do.	23,901,294	46,512	513
1880	8x8— 9 19-32 do.	27,860,369	53,303	522
1885	8x8—12 9-16 do.	36,525,347	66,430	549
1892	8x8—19 25-32 do.	57,520,340	104,021	552

From this table we observe that in 1857 the average annual compensation was \$487, in 1892, \$552, there having been a steady increase except in the year 1875, when there appears to have been a less average than in 1870. The valuable and interesting display of the Pennsylvania road was not all found on the separate grounds allotted to this company, but a large and interesting exhibit was also to be seen in the Transportation building proper. Most of the modern equipment was there displayed, and much of it was manufactured by the company in its own shops at Altoona. Among the exhibits was a standard passenger coach of the pattern of 1892. It was provided with steam heating apparatus, the steam being taken from the locomotive. It had the Forrest system of lighting, and was supplied with the Westinghouse treble air-brake, and the platforms were connected by vestibules. The inside dimensions of the car were 53 feet 5 inches long, 8 feet 10 inches wide, 9 feet 5 inches high. The running gear consisted of two trucks with six wheels each. Another interesting car belonging to the Pennsylvania Railroad exhibit was the standard refrigerator car used for the transportation of fruits, meats and dairy

products. By the process employed a low and uniform temperature is maintained in the hottest weather, making it possible to transport the contents of the car across the continent in as good condition as when shipped. The Pennsylvania road is said to have been the first to put refrigerator cars into service.

Track Inspection Car.

This peculiar car is used in front of the engine and is moved over the tracks at a low rate of speed. The seats in it are so arranged that a full view of the track and the roadbed can be obtained. The car is used by the directors and other officers of the road in their annual inspection tours. A special form of blank is used on the tours by which it is possible to make a complete record of the condition of the road.

Track Indicator Car.

Probably no car of this class attracted more attention than the Pennsylvania road's "indicator car." This car is used for testing the tracks and recording the condition of the alignment, gauge, surface, joints, elevations of curves, etc. The record of the condition of each mile of track is made upon a paper diagram by the use of automatic machinery, and by comparing these diagrams after each trip over the road, it is easy to determine the change in the condition. The car is therefore of great service to the company, as it accurately and easily marks the defects in the condition of the track. It is a great advance over the old method of inspection which consisted in making an examination by walking over the track.

It is impossible to mention the thousands of interesting exhibits made by the company. Among them were maps, charts, schedules, relics, machinery, and in fact everything pertaining to the history and development of the line from the beginning down to the present time. One exhibit that attracted more than usual interest was the maps in relief. These were in the buildings made to represent the modern station, and were prepared in the most careful and artistic manner to illustrate four hundred years of growth and development in the history of transportation. Descriptions of these maps in relief are here inserted:

"Four Centuries of Progress."

I. Primitive methods of transportation from 1492 to 1792.

The arrival of Columbus in his Caravel, shown in the background, finds the "Red Man" in possession of the soil. The squaw is seen carrying her papoose, and the brave is returning from the hunt laden with game. The Indian Traveau and Canoe are also shown.

The white man introduces the floating raft, the boat poled against the tide, the rope ferry and the sailboat.

The settlers' wagon-train, the best means of conveyance in 1792, is seen in the foreground. On the wagons are the spinning-wheel, agricultural instruments, etc. Horses, cattle, sheep and hogs for stocking the great West accompany the train.

II. Progress in the art of transportation from 1792 to 1892.

The Conestoga wagon, the stage coach, and canal-boat are introduced late in the last and early in the present century. The original "John Bull" train (1831) is standing at the primitive open drawbridge to let the steamboat "Phoenix" (1808) pass through.

In the foreground, six decades later, a freight train laden with grain, bound to the Atlantic seaboard, and the Pennsylvania Limited Express conveying passengers to the great World's Fair are shown. The modern double deck ferry-boat, the tug-boat, and the Pennsylvania Railroad standard floating equipment are shown on the right; also the civil engineer looking through his transit, supervising the construction and maintenance of a great railway.

"Crossing the Alleghenies," 1832-1892.

I. Relief map four feet wide by twelve feet long, showing the territory between Altoona, Hollidaysburg and Johnstown, Pa., on which is located the Old Portage Railroad in use 1832-1852; the New Portage Railroad, constructed to avoid inclined planes, in 1853; the Pennsylvania Railroad Main Line, 1852-1892.

II. Relief Model of Horse Shoe Curve. 1892.

On the Main Line of the Pennsylvania Railroad, near the summit of the mountain, the New York and Chicago Limited Express, with two locomotives attached, is shown westward bound. The forty-car grain train that ran from Chicago to Philadelphia in 1892, without changing locomotives, is descending the mountain. The grade of the Horse Shoe Curve is 95 1-2 feet to the mile. The end of the track on the western side of the model is 71 feet above that on the eastern. The distance across the ravine is 1,130 feet.

III. Relief Model of Plane No. 1, Old Portage Railroad.

At the foot of the western slope of the mountain, 4 13-100 miles east of Johnstown, the tunnel at the head of the plane is the first railroad tunnel constructed in America. A sectional freight boat is shown in the opposite side of the Conemaugh River, also New Bridge "Number Six," built on the site of the old structure destroyed by the Johnstown Flood, May 31, 1889.

The thousand of exhibits of the Pennsylvania Railroad Company were of a character to show the magnitude of the system and to reflect credit upon those in charge of the display. The immensity of the system was made apparent, the State of Pennsylvania was highly honored, and much was added to the grandeur and success of the greatest of all the world's fairs.

STREET RAILWAY COMPANIES.

Comparative totals from the reports of the street railway companies for the years 1892 and 1893:

Number of companies reporting, 1893,	327
Number of companies reporting, 1892,	221
Increase over 1892,	106
Capital stock paid in, 1893,	\$55,426,912 21
Capital stock paid in, 1892,	45,462,262 79
Increase over 1892,	\$9,964,649 42
Capital in reports not printed of roads not operated,	\$1,362,203 38
Funded and floating debt, 1893,	\$26,206,709 31
Funded and floating debt, 1892,	22,091,385 05
Increase over 1892,	\$4,115,324 26
Cost of roads and equipment, 1893,	\$50,734,005 30
Cost of roads and equipment, 1892,	41,636,011 20
Increase over 1892,	\$9,097,994 10
Cost in reports not printed of roads not in operation,	\$151,595 02
Length of road in miles, 1893,	846.08
Length of roads in miles, 1892,	819.15
Increase over 1892,	26.93
Number of cars in use, 1893,	3,448
Number of cars in use, 1892,	3,050
Increase over 1892,	398
Number of horses and mules in use, 1892,	10,878
Number of horses and mules in use, 1893,	10,570
Decrease from 1892 to 1893,	308
Number of cars propelled by electricity, 1893,	1,051
Number of cars propelled by electricity, 1892,	660
Increase over 1892,	391
Number of cars propelled by cable, 1893,	331
Number of cars propelled by cable, 1892,	324
Increase over 1892,	7
Number of passengers carried, 1893,	288,787,020
Number of passengers carried, 1892,	260,655,224
Increase over 1892,	28,131,796
Total receipts, 1893,	\$16,067,676 00
Total receipts, 1892,	14,629,704 93
Increase over 1892,	\$1,437,971 07

Total expenses, 1893,	\$9,040,067 43
Total expenses, 1892,	8,188,745 96
Increase over 1892,	\$851,321 47
Value of real estate owned by companies, 1893,	\$2,938,948 47
Value of real estate owned by companies, 1892,.....	2,849,578 77
Increase over 1892,	\$89,369 70
Accidents, killed, 1893,	73
Accidents, killed, 1892,	44
Increase over 1892,	29
Accidents, injured, 1892,	393
Accidents, injured, 1893,	392
Decrease from 1892 to 1893,	1

TELEGRAPH AND TELEPHONE COMPANIES.

Comparative totals from the reports of telegraph and telephone companies for the years 1892 and 1893.

Number of companies reporting, 1893,	25
Number of companies reporting, 1892,	23
Increase over 1892,	2
Capital stock paid in, 1893,	\$111,935,016 67
Capital stock paid in, 1892,	99,578,652 06
Increase over 1892,	\$12,356,364 61
Funded and floating debt, 1893,	\$20,180,604 37
Funded and floating debt, 1892,	19,327,469 25
Increase over 1892,	\$853,135 12
Cost of lines and equipments, 1893,	\$5,385,908 78
Cost of lines and equipments, 1892,	4,920,327 56
Increase over 1892,	\$465,581 22
Length of lines in miles, 1893,	192,670.96
Length of lines in miles, 1892,	190,729.75
Increase over 1892,	1,941.21
Length of lines in Pennsylvania, 1893,	14,605.03
Length of lines in Pennsylvania, 1892,	13,538.87
Increase over 1892,	1,066.16
Receipts of entire lines, 1893,	\$29,877,883 05
Receipts of entire lines, 1892,	28,129,239 73
Increase over 1892,	\$1,748,643 32
Receipts in Pennsylvania, 1893,	\$2,086,984 56
Receipts in Pennsylvania, 1892,	1,355,914 94
Increase over 1892,	\$731,069 62

Expenses entire line, 1893,	\$21,520,308 70
Expenses entire line, 1892,	20,101,355 83
Increase over 1892,	\$1,418,952 87
Expenses in Pennsylvania, 1893,	\$857,630 24
Expenses in Pennsylvania, 1892,	424,143 12
Increase over 1892,	\$433,487 12

CANAL AND NAVIGATION COMPANIES.

Comparative totals from the reports of canal and navigation companies for the years 1892 and 1893:

Number of companies reporting, 1892,	9
Number of companies reporting 1893,	9
Capital stock paid in, 1893,	\$58,114,858 00
Capital stock paid in, 1892,	58,114,258 00
Increase over 1892,	\$600 00
Funded and floating debt, 1892,	\$39,851,005 56
Funded and floating debt, 1893,	30,050,627 28
Decrease from 1892,	\$9,800,378 28
Cost of canals and fixtures, 1892,	\$30,125,578 21
Cost of canals and fixtures, 1893,	30,064,496 33
Decrease from 1892,	\$61,081 88
Gross tonnage, 1892,	2,323,700
Gross tonnage, 1893,	2,063,933
Decrease from 1892,	259,767
Gross receipts, 1893,	\$3,012,207 04
Gross receipts, 1892,	2,803,953 82
Increase over 1892,	\$208,253 22
Expenses, 1892,	\$607,416 00
Expenses, 1893,	596,071 90
Decrease from 1892,	\$11,344 10

The reports of canal companies have never been complete, and therefore even the few comparisons which we have been able to make are somewhat misleading, and should not be relied upon as exhibiting exact facts regarding capitalization, operation or condition of canal corporations.

STEAM RAILROADS NOT CONSTRUCTED.

List of steam railroad corporations, whose lines are not constructed, or are now in process of construction, exhibiting the "authorized" capital, together with the amount expended on organization, construction, etc. (Blank spaces in the columns indicate that the information has not been furnished the department.)

<i>Name of Company.</i>	<i>Amount of capital stock authorized by law.</i>	<i>Amount expended on organization, construction, etc.</i>
Allegheny and Lawrence,	\$1,500,000 00	
Ashbourn, Cheltenham and Philadelphia,	60,000 00	\$2,307 16
Bloomfield Junction,	25,000 00	
Brownsville and State Line,	500,000 00	6,038 55
Buffalo and Susquehanna,	120,000 00	
Central Railroad Company of Pennsylvania, ...	1,200,000 00	
Central Railroad of Pennsylvania,	100,000 00	
Charleroi and Belle Vernon,	6,000 00	
Chest Creek,	100,000 00	6,000 00
Clearfield Creek,	150,000 00	877 00
Clearfield and Mahoning,	650,000 00	1,116,431 56
Clermont and Marion Creek,	50,000 00	18,870 01
Coal Glen,	10,000 00	
College Hill Marginal,	30,000 00	
Crescent Connecting,	20,000 00	17,444 35
Coudersport, Galeton and Ansonia,	150,000 00	
Coudersport and Pine Creek,	200,000 00	
Coudersport and Wellsboro,	130,000 00	
Danville and Riverside,	50,000 00	
Danville and Shamokin,	250,000 00	26,710 00
Dauphin and Berks,	100,000 00	100,000 00
Easton and Philadelphia,	1,000,000 00	
Eaglesmere,	100,000 00	
Ebensburg and Black Lick,	350,000 00	65,121 60
Fairchance and State Line,	60,000 00	708 91
Fair Hill,	150,000 00	253,036 06
Forest Central,	90,000 00	2,700 00
Granite Hill,	10,000 00	
Hancock and State Line,	60,000 00	1,290 00
Harrisburg and Bedford,	2,500,000 00	6,948 93
Homer and Susquehanna,	200,000 00	8,305 00
Johnsonburg and Bradford,	420,000 00	858,008 16
Kettle Creek,	350,000 00	2,322 04
Kishacoquillas Valley,	100,000 00	67,000 00
Langhorn and Bristol,	400,000 00	364 63
Lancaster and Reading Narrow Gauge,	500,000 00	
Lawrence State Line,	20,000 00	
Lebanon and Reading,	300,000 00	8,529 52
McKeesport and Wilmerding,	100,000 00	24,615 70
McKeesport and Versailles Belt Line,	50,000 00	175 00
Mahoning and Allegheny,	110,000 00	
Mount Pleasant and Latrobe,	130,000 00	8,217 49
Nanticoke and Newport,	50,000 00	

New Haven and Dunbar,	40,000 00	
New York, Philadelphia and Chicago,.....	2,250,000 00	23,480 00
North Bend and Kettle Creek,.....	150,000 00	81,487 00
Ohio and North Eastern,	250,000 00	13,499 58
Oil City and New Castle,	750,000 00	
Oil City and Ridgway,	300,000 00	71,427 43
Olean, Oswayo and Eastern,	200,000 00	40,000 00
Pennsylvania, Lehigh and Eastern,	10,000,000 00	202,446 99
Pennsylvania and Western,	5,000,000 00	100,000 00
Philadelphia, Bustleton and Trenton,.....	1,000,000 00	191,135 99
Philadelphia, Castle Rock and West Chester,....	90,000 00	
Philadelphia, Honesdale and Albany,.....	54,000 00	
Philadelphia Belt Line,	200,000 00	135,122 50
Philadelphia and Delaware County,.....	1,000,000 00	500,000 00
Philadelphia Elevated,	150,000 00	
Philadelphia and Lehigh Valley,	2,000,000 00	22,184 90
Philadelphia and New England,	2,000,000 00	29,575 00
Philadelphia and Northern,	900,000 00	2,455 88
Philadelphia and West Chester,	250,000 00	
Pittsburg, Cannonsburg and State Line,.....	3,500,000 00	
Pittsburg and Mansfield,	50,000 00	2,520 00
Point Breeze,	18,000 00	
Priceville and Winton,	50,000 00	
Reading, Lancaster and Baltimore,.....	3,000,000 00	25,419 73
Rochester, Beaver Falls and Western,.....	150,000 00	48,125 76
Roxborough,	100,000 00	67,758 05
Schuylkill River West Side,.....	120,000 00	2,859 10
Sewickley and Jeannette,	150,000 00	
Sharon and State Line,	60,000 00	
Sherrick Run,	500,000 00	3,862 12
Slatington,	200,000 00	1,733 29
South Pennsylvania,	20,000,000 00	
Southern Central,	3,000,000 00	11,138 36
South Shore,	10,000 00	9,000 00
State Line,	20,000 00	15,005 19
Susquehanna,	140,000 00	
Tionesta Valley and Hickory,	25,000 00	24,900 00
Tomhicken, Milneville and Eastern,.....	150,000 00	
Union,	50,000 00	29,975 77
Uniontown and Lick Run,.....	50,000 00	13,430 84
Union Transfer and Exchange,	250,000 00	
West Chester and Phoenixville,	250,000 00	24,084 96
Wilkes-Barre and Eastern,	3,000,000 00	
Wilkes-Barre and North Side,	30,000 00	
Wilkes-Barre and Williamsport,	1,600,000 00	7,200 00
Williamsport and Clearfield,	1,500,000 00	
York and Black Mount,	50,000 00	219 90
York Springs and Dillsburg,	100,000 00	2,010 00
Youghiogheny Connecting,	50,000 00	858 55
Youghiogheny and Elizabeth,	50,000 00	
Youghiogheny Southern,	200,000 00	6,686 31
Youghiogheny Central,	200,000 00	7,378 82
Total,	\$77,658,000 00	\$4,319,003 72

LIST OF STREET RAILWAYS NOT IN OPERATION.

List of street railways to whom charters have been granted but whose lines have not been constructed, exhibiting amount of authorized capital, capital paid in and amount paid for organization, construction, etc.

NAME OF COMPANY.	Capital authorized by law.	Capital paid in.	Paid for organization and construction.
Allegheny and Millvale,	\$24,000 00	\$2,400 00	.....
Allegheny and South Side,	50,000 00	5,000 00	.....
Altoona and Hollidayshurg Electric,	50,000 00	5,000 00	.....
Ashland, Locustdale and Centralia Electric,	60,000 00	12,000 00	.....
Aspinwall Street,	12,000 00	1,200 00	.....
Athens, Sayre and Waverly Electric,	30,000 00	9,000 00	9,000 00
Baltimore Avenue,	50,000 00	5,000 00	284 00
Beaver and Vanport,	15,000 00	5,250 00	.....
Bedford Electric,	15,000 00	1,500 00	.....
Bellefonte Street Electric,	18,000 00	600 00	.....
Belmont Avenue,	18,000 00	600 00	.....
Birdsboro Street,	12,000 00	400 00	282 00
Bloomshurg Electric,	12,000 00	400 00	.....
Bloomfield and Shady Side,	30,000 00	3,000 00	.....
Braddock and Brinton Electric,	6,000 00	600 00	.....
Brinton Park Street,	20,000 00	3,500 00	3,411 55
Boulevard Passenger,	18,000 00	1,800 00	.....
Bristol and Newtown Street,	100,000 00	10,000 00	.....
Bristol and Trenton Passenger,	48,000 00	1,600 00	300 00
Cambria and Somerset Street, (Philadelphia)	50,000 00	5,000 00	.....
Cambridge and Edinboro Street,	50,000 00	5,000 00	100 00
Carbon County Electric,	60,000 00	13,700 00	13 231 81
Catasauqua and Northern Street,	50,000 00	1,400 00	430 44
Centre and West End Passenger,	18,000 00	600 00	124 50
Chestnut Hill and Norristown,	48,000 00	1,600 00	384 45
Chartiers Valley Street,	30,000 00	1,000 00	.....
Citizens' Electric, Cressona, Pa.,	200,000 00	2,250 00	.....
Citizens' Fairmount Park Street,	48,000 00	4,800 00	.....
Citizens' Passenger, (Williamsport, Pa.)	13,500 00	450 00	108 60
Citizens' Passenger, (Pottstown, Pa.)	75,000 00	2,400 00	3,019 17
Citizens' North Philadelphia Street,	36,000 00	1,200 00	.....
Citizens' South Philadelphia Street,	30,000 00	1,000 00	.....
Citizens' Railway, Chester,	80,000 00	25,000 00	425 00
Citizens, Beaver Falls,	18,000 00	729 28	.....
Citizens, Scottdale,	50,000 00	600 00	25 00
Clearfield and Curwensville,	100,000 00	10,000 00	.....
Columbia and Donegal,	75,000 00	36,000 00	.....
Columbia and Marietta,	50,000 00	1,000 00	.....
Columbia and Washington,	40,000 00	1,200 00	100 00
Conestoga Valley,	600,000 00	.....	.....
Connecting,	18,000 00	.....	.....
Connellsville,	100,000 00	1,510 00	.....
Conshohocken,	100,000 00	1,700 00	347 00
Delaware County and Philadelphia Electric,	120,000 00	33,450 00	27,448 00
Dravosburg Electric,	15,000 00	428 00	82 00
Dravosburg M. and E. Electric,	45,000 00	.....	.....
Duquesne Street,	20,000 00	20,000 00	.....
Easton and Bethlehem Transit,	125,000 00	3,000 00	2,275 00
Easton and South Easton,	100,000 00	2,000 00	.....
Elmwood and Fairmount Park,	50,000 00	8,000 00	800 00
Erie Avenue,	52,000 00	2,610 00	.....

STREET RAILWAYS NOT IN OPERATION—*Continued*

NAME OF COMPANY.	Capital authorized by law.	Capital paid in.	Paid for organization and construction.
Erie Transit.	\$600,000 00	\$6,000 00	\$1,000 00
Exchange Street.	1,000 00	100 00	
Fairbill.	9,000 00	9,000 00	
Fairmount Palace Car.	48,000 00	4,800 00	1,500 00
Fairmount Park and Haddington.	50,000 00	8,000 00	800 00
Fairmount Park.	150,000 00		
Fairview and Riverton.	25,000 00	1,325 00	85 25
Federal Street.	20,000 00	1,010 00	
Forty-second Street and West Park.	250,000 00	2,000 00	
Forty-ninth Street and Westminster Avenue.	250,000 00	2,000 00	
Franktown Avenue.	30,000 00		
Gettysburg Electric.	200,000 00	100,000 00	
Glenshaw.	30,000 00	1,000 00	
Grandview Avenue.	6,000 00	600 00	
Grandview Traction.	15,000 00	4,500 00	
Hanover and McSherrytown.	30,000 00	21,000 00	
Harrisburg and Mechanicsburg.	75,000 00	13,310 00	711 19
Hazelwood Avenue.	7,500 00	250 00	
Hazelwood, Homestead and Braddock.	36,000 00	3,600 00	82 50
Hazleton and North Side Electric.	75,000 00	7,500 00	
Hazleton and Suburban.	30,000 00	3,000 00	
Hazleton and South Side.	75,000 00	7,500 00	
Hill Top Traction.	8,000 00	8,000 00	
Holmesburg and Bristol.	60,000 00	2,000 00	500 00
Holmesburg, Tacony and Frankford.	150,000 00	3,550 00	
Hollywood and Grandview.	24,000 00	2,400 00	100 00
Homestead and Highland.	200,000 00	15,000 00	2,000 00
Huntingdon.	18,000 00		
Jackson and Porter.	50,000 00	2,000 00	510 00
Jeannette and Penn Electric.	30,000 00	400 00	130 00
Jenkintown Electric.	150,000 00	1,600 00	
Johnson Street.	35,000 00	1,800 00	
Junction.	6,000 00	200 00	
Juniata Valley Electric.	100,000 00	15,000 00	
Lackawanna and Old Forge.	36,000 00	1,200 00	
Lancaster and Columbia.	225,000 00	112,500 00	
Lackawanna.	60,000 00	6,000 00	1,125 00
Lancaster and Lititz.	50,000 00	1,410 00	
Lancaster and Manheim.	250,000 00	2,000 00	
Lancaster and Marietta.	90,000 00	3,000 00	82 00
Lancaster and Middletown.	500,000 00		
Lancaster and Philadelphia Electric.	1,500,000 00	12,125 00	12,125 00
Lancaster and Strasburg.	125,000 00	1,400 00	
Lancaster and Terry Hill.	200,000 00	4,600 00	
Larrobe and Derry.	40,000 00	615 00	
Lehigh Traction.	1,000,000 00	10,000 00	
Lewistown and Reedsville.	24,000 00	1,300 00	
Lebanon and Myerstown.	100,000 00	12,688 10	
Lehigh Valley Traction.	75,000 00	18,750 00	
Lewisburg and Mifflinburg.	100,000 00	2,000 00	
Lock Haven.	30,000 00	1,000 00	
McKeesport & Duquesne.	15,000 00	500 00	
Mansfield and Chartiers.	15,000 00	1,500 00	
Mansfield Valley.	35,000 00	3,500 00	350 00
Marietta and Maytown.	24,000 00	800 00	2 00
Meadville.	30,000 00	3,000 00	125 00
Merion Avenue.	50,000 00	1,000 00	435 00
Middletown Electric.	100,000 00	1,256 00	
Midvale.	30,000 00	3,000 00	
Montgomery Avenue and Berks Street.	21,000 00	2,100 00	
Montgomery County.	150,000 00	1,800 00	105 00
Monongahela City.	15,000 00	3,500 00	3,500 00
Moore and Mifflin Streets.	26,000 00	1,310 00	
Morningside and Higland Park.	30,000 00	3,000 00	
Moyamensing and Penrose Ferry.	75,000 00	3,000 00	3,000 00
Mount Troy and Reserve Twp Traction.	20,000 00	910 00	237 00
Mount Washington.	12,000 00	1,200 00	
Nanticoke.	6,000 00	200 00	
Newberry.	18,000 00	600 00	
New Kingston.	15,000 00	1,500 00	
Nickel Plate.	12,000 00	415 00	
North Allegheny.	6,000 00	200 00	
Northumberland and Allenwood.	108,000 00	3,600 00	
North End, Allegheny.	200,000 00	500 00	
North End, Philadelphia.	24,000 00	2,400 00	
North Philadelphia.	500,000 00	300,000 00	

STREET RAILWAYS NOT IN OPERATION—*Continued.*

NAME OF COMPANY.	Capital authorized by law.	Capital paid in.	Paid for organization and construction.
Oakmont and Verona,	\$7,500 00	\$250 00	
Ohio River and Chartiers Valley,	6,000 00	240 00	
Oil City,	18,000 00		
Old York Road,	15,000 00	800 00	
Olyphant Suburban,	36,000 00	1,200 00	\$500 00
Olyphant and Winton,	36,000 00	1,200 00	
Park Avenue and Carlisle Street,	30,000 00		
Park Street,	24,000 00	2,400 00	1,500 00
Pen Argyl, Bangor and Water Gap,	500,000 00	5,175 00	5,335 00
People's,	60,000 00	2,000 00	
Philadelphia and Ardmore,	40,000 00	1,200 00	130 00
Philadelphia and Bryn Mawr,	50,000 00	1,400 00	1,440 00
Philadelphia and Delaware,	150,000 00	5,000 00	575 00
Philadelphia West Side,	250,000 00	2,000 00	
Philipsburg and Houtzdale,	100,000 00	10,000 00	
Phoenixville Electric,	50,000 00	1,400 00	188 72
Pittsburg Passenger,	15,000 00	1,500 00	
Pittsburg, Allenwood and Homestead,	20,000 00	2,000 00	82 00
Pittsburg, Neville Island and Corcoran,	50,000 00	6,670 00	
Pittsburg Suburban,	60,000 00		
Pittston, Jenkins and Avoca,	75,000 00	7,500 00	
Pittston Suburban,	90,000 00	9,000 00	
Point Breeze,	72,000 00		
Pottsville, Schuylkill, Haven & Orwigsburg Traction,	75,000 00	3,000 00	
Powell Avenue and Thirty-fourth Street,	20,000 00	4,000 00	100 00
Radner, Haverford and Philadelphia,	75,000 00	1,800 00	949 75
Reading and Temple,		3,000 00	
Reynoldsville and Rathmell,	25,000 00	885 00	82 25
Reynoldston and Port Vue,	18,000 00	925 00	250 00
Ridge Avenue Connecting,	6,000 00	600 00	
Royers Ford and Spring City,	12,000 00	400 00	102 00
Schuylkill Highlands,	100,000 00	2,000 00	275 81
Schuylkill Valley Electric,	50,000 00		
Seranton and Abington,	100,000 00	1,800 00	
Seranton and Carbondale,	96,000 00	3,200 00	
Seranton and Pittston,	90,000 00	9,000 00	
Seranton Rapid Transit,	60,000 00	2,000 00	400 00
Scottdale, Everson and Broadford,	30,000 00	1,000 00	22 50
Second Avenue Traction,	1,000,000 00	100,000 00	128 00
Sewickley Valley,	100,000 00	5,000 00	170 00
Shamokin and Elyshurg,	100,000 00	1,250 00	82 00
Shamokin and Mt. Carmel,	100,000 00	2,000 00	200 00
South End,	36,000 00	3,600 00	1,500 00
South Side,	15,000 00	500 00	108 00
Spring Hill,	12,000 00	375 00	
Selins Grove and Sunbury,	100,000 00	2,000 00	82 00
Swissvale Electric,	400,000 00	2,500 00	
Swissvale and Wilkinsburg,	33,000 00	3,300 00	150 00
Tamaqua and Lansford,	50,000 00		100 00
Tamaqua and Pottsville,	120,000 00	4,000 00	82 00
Tioga and Venango Street,	20,000 00		
Turtle Creek Valley,	25,000 00	2,500 00	
Twenty-second Street and Allegheny Avenue,	500,000 00	50,000 00	
Union, Williamsport,	3,000 00	100 00	
Union, McKeesport,	18,000 00	600 00	100 00
Union, Scranton,	18,000 00	600 00	
Union Line,	12,000 00	1,200 00	
Valliant,	10,000 00	320 00	
Valley,	200,000 00	20,000 00	19,150 00
Venango,	18,000 00	4 00	
Verona and Oakmont,	4,500 00	150 00	
Waverly, Sayre and Athens,	35,000 00	3,500 00	
Walnut Street Connecting,	50,000 00	5,000 00	
West Girard Avenue,	24,000 00	1,210 00	
West Side Traction,	10,000 00	1,000 00	
Wilkes-Barre and Plymouth,	30,000 00	1,000 00	
Williams Valley Electric,	120,000 00	12,000 00	300 00
Wissanoming, Bustleton and Somerton,	48,000 00	1,600 00	100 00
Wissahickon Electric,	100,000 00	22,038 00	13,114 03
Total,	\$17,463,000 00	\$1,362,203 38	\$151,595 02

DELINQUENT CORPORATIONS.

The following named companies failed to make report to the Department of Internal Affairs for the year ending June 30, 1893, the greater portion of them having been but recently incorporated and their roads not yet in operation:

Altoona and Philipsburg Connecting Railroad Company.
Altoona Short Line Railroad Company.
Baltimore and Lehigh Railroad Company.
Bloomsburg Belt Railroad Company.
Bradford, Richburg and Cuba Railroad Company.
Clarion, Mahoning and Pittsburg Railroad Company.
Delaware Railway Company.
Delaware River and Lancaster Railroad Company.
Easton and Northern Railroad Company.
Ellwood Short Line Railroad Company.
Harrisburg and Western.
Keystone Northern Railroad Company.
Lakeside Railway Company.
Mahoning Railway Company.
Mead and Laurel Run Railroad Company.
Pennsylvania and West Virginia Railroad Company.
Perry County Railroad Company.
Pittsburg, Beach Creek and New York Railroad Company.
Portage Creek and Rich Valley Railroad Company.
Schuylkill and Lehigh Valley Railroad Company.
Shickshinney and Huntingdon Valley Railway Company.
Susquehanna Railway Company.
Ulysses and Pine Creek Railroad Company.
York and Schuylkill Railroad Company.
Beaver Meadow, Hazleton and Shenandoah Electric Railway Company.
Bellefield Street Railway Company.
Bellevue and Pittsburg Street Railway Company.
Blakely and Dickson Traction Street Railway Company.
Bloomfield Street Railway Company.
Braddock and Homestead Street Railway Company.
Chester and Darby Electric Railway Company.
City Traction Company of Pittsburg, Pa.
Dillsburg, York Springs and Gettysburg Railway Company.
Fremont Street Railway Company.

Harrisburg and West Side Electric Railway Company.
Highland Park Street Railway Company.
Jackson Street Railway Company.
Kittanning Traction Company.
Knoxville Street Railway Company.
Lancaster and New Holland Electric Railway Company.
Mahanoy City, Shenandoah, Girardsville and Ashland Street Railway Company.
Manorville Traction Company.
Northumberland, Bloomsburg and Scranton Street Railway Company.
Philadelphia, Cheltenham and Jenkintown Passenger Railway Company.
Pittsburg and Knoxville Street Railway Company.
Rapid Transit Electric Railroad Company.
Riverview Electric Street Railway Company.
Rochester and Beaver Electric Street Railway Company.
South Bethlehem and Saucan Electric Street Railway Company.
Tarentum Traction Passenger Railway Company.
Tenth Street Railway Company.
Trans-Allegheny Street Railway Company.
Twin City Railway Company.
Verner Street Railway Company.

CONSOLIDATIONS.

The following have been reported as merged with other companies during the year ending June 30, 1893:

Bradford, Bordell and Smethport Railroad Company merged into the Bradford, Bordell and Kinzua Railroad Company.

Bustleton and Easton Railroad Company merged into the Philadelphia, Bustleton and Trenton Railroad Company.

Cherry Springs Railroad Company merged into the Buffalo and Susquehanna Railroad Company.

Conneaut Terminal Railroad Company merged into the Pittsburg, Shenango and Lake Erie Railroad Company.

Cross Forks Railroad Company merged into the Buffalo and Susquehanna Railroad Company.

Erie Terminal Railroad Company merged into the Pittsburg, Shenango and Lake Erie Railroad Company.

Girardsville Railroad Company merged into the Pennsylvania, Schuylkill Valley Railroad Company.

Orangeville and Lehigh Valley Railroad Company merged into the Central Pennsylvania and Western Railroad Company.

Philadelphia and Bustleton Railway Company merged into the Philadelphia, Bustleton and Trenton Railroad Company.

Sinnemahoning Valley Railroad Company merged into the Buffalo and Susquehanna Railroad Company.

Susquehanna Railroad Company merged into the Buffalo and Susquehanna Railroad Company.

Turbettsville and Williamsport Railroad Company merged into the Central Pennsylvania and Western Railroad Company.

Wilkes-Barre and Western Railroad Company merged into the Central Pennsylvania and Western Railroad Company.

Duquesne Street Railway Company merged into the Duquesne Traction Company.

East End Street Railway Company merged into the Duquesne Street Railway Company.

Easton, South Easton and West End Passenger Railway Company merged into the Easton Transit Company.

Lombard and South Street Passenger Railway Company merged into the Frankford and Southwark Passenger Railway Company.

Rapid Transit Passenger Railway Company merged into the Chester and Media Passenger Railway Company.

Sharpsburg, Etna and Aspinwall Street Railway Company merged into the Citizens' Traction Company of Pittsburg.

ROADS ABANDONED.

The following named roads have been abandoned by decree of Court, forfeiture of corporate rights, annulment of charter, etc.:

Beech Creek and Hudson River Railroad.

Bradford, Eldred and Cuba Railroad.

Homestead Connecting Railroad.

Hyde Park Railway.

Pennsylvania and Midland Railroad.

Pittsburg, Beech Creek and Easton Railroad.

Rew City and Eldred Railroad.

Saltsburg and West Lebanon Railroad.

Trout Run Railroad.

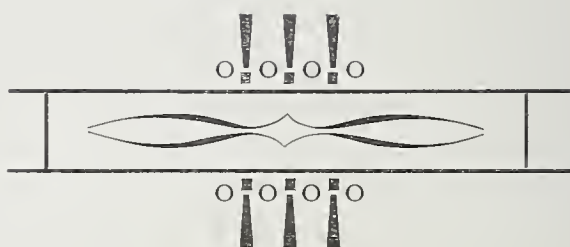
Williamsport Junction Railway.

Beaver Falls, College and Metamore Electric Street Railway.

Bear Valley and Shamokin Street Railway.

Braddock and McKeesport Electric Railway.

Brady Branch and Shamokin Street Railway.
Capital City Street Railway.
Chambersburg Street Railway.
Chartiers and Nevill Island Street Railway.
Cumberland Street Railway.
Fifth Avenue, West End and Crafton Street Railway.
Forbes Street Passenger Railway.
Forbes Street and Shady Avenue Passenger Railway.
Fountain Street Railway.
Homestead Avenue Railway.
Jessup Rapid Transit Railway.
Lancaster and Downingtown Street Railway.
Lawrenceville and Schenley Park Street Railway.
Lewistown and Bellefonte Electric Railway.
Liberty Avenue Street Railway.
Market Square Street Railway.
Meadville Electric Street Railway.
Mount Pleasant Electric Street Railway.
Oil City Street Railway.
Philadelphia and Allentown Electric Trunk Railway.
Pittsburg and Wilkinsburg Street Railway.
Scranton and Carbondale.
Sewickley Passenger Railway.
Sharon and Sharpsville Street Railway.
Sylvan Street Railway.
Union Passenger Railway.
Wilkins Avenue Passenger Railway.



REPORTS OF

STEAM RAILROAD COMPANIES.



REPORTS OF COMPANIES.

ADDISON AND PENNSYLVANIA RAILWAY COMPANY.

[For five months ending November 30, 1892.]

Date of organization: July 21, 1887.
By what authority incorporated: Chapter 917 Laws of 1869 of State of New York; Act of the State of Pennsylvania, dated March 24, 1865.
If a consolidated company, name the constituent companies: Constitution of Addison and Pennsylvania Railway Company of New York. Addison and Pennsylvania Railway Company of Pennsylvania, took possession of said railway and property from Addison, N. Y., to Gaines, Pa., on the first day of August, 1887.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
T. C. Platt,	New York, N. Y.	F. H. Platt,	New York, N. Y.
William Brookfield. . . .	New York, N. Y.	Chas. L. Pattison, . . .	Elkland, Pa.
J. E. Jones,	Yonkers, N. Y.	E. G. Davidge,	Westfield, Pa.
Geo. R. Sheldou,	New York, N. Y.	W. S. Gurnee,	New York, N. Y.
R. W. Clinton,	Newark Valley, N. Y.	Frank M. Baker,	Owego, N. Y.
Theo. F. Wood,	New York, N. Y.	M. F. Hammond,	Osceola, Pa.

Date of last meeting of stockholders for election of directors: January 11, 1892.
Postoffice address of general office: Addison, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	T. C. Platt,	New York, N. Y.
Vice President,	William Brookfield,	New York, N. Y.
Secretary,	J. E. Jones,	Yonkers, N. Y.
Treasurer,	F. R. Winne,	New York, N. Y.
General Solicitor, Attorney or Counsel, .	Frank H. Platt,	35 Wall St., New York.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Addison and Pennsylvania Railway.	Addison, N. Y., . . .	Gaines, Pa.,	41	30.50
New York and North Pennsylvania Railroad,	Gaines, Pa.,	Galeton, Pa.,	5	5
Total mileage operated,			46	35.50

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$1,439,072 43	Capital stock,	\$590,500 00
Cash and current assets,	3,341 51	Funded debt,	487,939 37
Profit and loss,	16,376 62	Current liabilities,	380,351 19
Total,	\$1,458,790 56	Total,	\$1,458,790 56

CONTRACTS, AGREEMENTS, ETC.

Wells, Fargo Express Company operate, paying \$90.00 per month for 45,000 pounds or under, All over that amount twenty cents per hundred pounds.

Mail contract \$2,839.68 per annum.

Western Union Telegraph Company own line. They furnish supplies. This company maintains line, and furnish operators, having use of line for company business.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENN- SYLVANIA.
Bridges:		
Number wooden,	3	2
Trestles:		
Number,	48	43
Aggregate length,	40.93	33.88
Telegraph.		
Miles of line operated by this company,	50	39.50
Miles of wire operated by this company,	54	43.50

Gauge of track, 3 feet.

QUESTIONS FOR GENERAL INFORMATION.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Freight Traffic Association of Middle States.

ADDISON AND PENNSYLVANIA RAILWAY COMPANY.

[For seven months ending June 30, 1893.]

Date of organization: July 21, 1887.

By what authority incorporated: Chapter 917 Laws of New York and an Act of the State of Pennsylvania, dated March 24, 1865.

If a consolidated company, name the constituent companies: Addison and Pennsylvania Railway Company of New York, and Addison and Pennsylvania Railway Company of Pennsylvania. Chartered in New York, August 19, 1892. Chartered in Pennsylvania, August 19, 1892.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	NAME.	POSTOFFICE ADDRESS.
T. C. Platt,	New York, N. Y.	B. H. Parkhurst,	Elkland, Pa.
Wm. Brookfield,	New York, N. Y.	A. C. Gurnee,	Eden, Me.
James E. Jones,	Yonkers, N. Y.	Theo. F. Wood,	Orange, N. J.
Frank H. Platt,	New York, N. Y.	C. S. Bruce,	New York, N. Y.
W. G. Oakman,	New York, N. Y.	Frank M. Baker,	Owego, N. Y.
Geo. R. Sheldon,	New York, N. Y.	R. W. Clinton,	Newark Valley, N. Y.
C. L. Pattison,	Elkland, Pa.		

Date of last meeting of stockholders for election of directors: February 3, 1892.

Postoffice address of general office: Addison, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	T. C. Platt,	New York, N. Y.
Vice President,	Wm. Brookfield,	New York, N. Y.
Secretary,	J. E. Jones,	Yonkers, N. Y.
Treasurer,	F. R. Winnie,	New York, N. Y.
General Solicitor, Attorney or Counsel,	Frank H. Platt,	35 Wall Street, N. Y.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Addison and Pennsylvania Railway Company,	Addison, N. Y.	Gaines, Pa.,	41	30.50
New York and North Pennsylvania Railroad Company,	Gaines, Pa.,	Galeton, Pa.,	5	5
Total mileage operated, . . . . .	.....	.....	46	35.50

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road and equipment,	\$1,369,746 17	Capital stock,	\$762,256 87
Cash and current assets,	8,072 52	Funded debt,	335,000 00
		Current liabilities,	271,507 05
		Profit and loss,	9,054 77
Total,	\$1,377,818 69	Total,	\$1,377,818 69

IMPORTANT CHANGES DURING THE YEAR.

Reorganized August 26, 1892.

Charter granted by State of New York and State of Pennsylvania, August 19.

The New York and Pennsylvania Companies consolidation ratified by stock-holders, August 26.

Scheme of reorganization as follows: Original first mortgage bond holders to receive 75 per cent. of new second mortgage bonds and 30 per cent. in preferred stock. All holders of original stock to receive equal amount of holdings in new stock.

CONTRACTS, AGREEMENTS, ETC.

Wells, Fargo and Company Express operate line, paying \$90.00 per month for 45,000 pounds. All over that amount twenty cents per hundred.

Mail contract: \$2,839.68 per annum.

Western Union Telegraph Company own line and furnish supplies. This company maintain and operate, having use of wire for company business.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	3	2
Trestles:		
Number,	48	43
Aggregate length,	4,093	3,388
Telegraph:		
Miles of line operated by this company,	50	39.50
Miles of wire operated by this company,	54	43.50
Gauge of track,		3 feet.

QUESTIONS FOR GENERAL INFORMATION.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Freight Traffic Association of the Middle States.

THE ALLEGHENY AND KINZUA RAILROAD COMPANY.

Date of organization: February 26, 1890.

By what authority incorporated: The general laws State of Pennsylvania and State of New York.

If a consolidated company, name the constituent companies: Allegheny and Kinzua Railroad Company of the State of New York, chartered December 8, 1887; Allegheny and Kinzua Railroad Company of the State of Pennsylvania, chartered December 15, 1887; Bradford and Corydon Railroad Company of the State of Pennsylvania, chartered May 5, 1886. The Allegheny and Kinzua Railroad Company of the State of Pennsylvania and the Bradford and Corydon Railroad of the State of Pennsylvania were consolidated under the General Railroad Laws of that State, under the title of the Bradford and Corydon Railroad Company, on January 10, 1890. The Allegheny and Kinzua Railroad Company of the State of New York, and the Bradford and Corydon of Pennsylvania, consolidated under the General Railroad Laws of the State of New York and Pennsylvania, February 26, 1890.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
S. S. Bullis,	Olean, N. Y.,	February 13, 1894.
M. W. Barse,	Buffalo, N. Y.,	do.
F. L. Stowell,	Olean, N. Y.,	do.
J. C. French,	Olean, N. Y.,	do.
C. D. Williams,	Ridgway, Pa.,	do.
J. E. Rooney,	Buffalo, N. Y.,	do.
G. C. Palmer,	Olean, N. Y.,	do.
C. G. Freck,	Olean, N. Y.,	do.
J. R. Droury,	Olean, N. Y.,	do.
C. D. Clarke,	Olean, N. Y.,	do.
E. V. Dunlevie,	Olean, N. Y.,	do.
W. I. Bartholomew,	Morrison, Pa.,	do.
G. C. Farnsworth,	Buffalo, N. Y.,	do.

Date of last meeting of stockholders for election of directors: February 14, 1893.

Postoffice address of general office: Olean, N. Y.

Postoffice address of operating company: The road is now being operated by A. D. Scott, as receiver. Office 123 Erie County Savings Bank Building, Buffalo, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	S. S. Bullis,	Olean, N. Y.
Vice President,	M. W. Barse,	Buffalo, N. Y.
Secretary,	J. E. Rooney,	Olean, N. Y.
Treasurer,	F. L. Stowell,	Olean, N. Y.
Auditor,		

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Allegheny and Kinzua,	Bradford, Pa.,	Red House, N. Y.,	25	11
	Gilbert, Pa.,	Coffee Run, Pa.,	12	12
		Zeliff, N. Y.,	6	

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$800,642 92	Capital stock,	\$500,000 00
Cash and current assets,	11,287 75	Funded debt,	285,000 00
Profit and loss,	13,523 09	Current liabilities,	40,453 76
Total,	\$825,453 76	Total,	\$825,453 76

CHARACTERISTICS OF ROAD.

Gauge of track,	4 ft. 8 1-2 in.
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ALLEGHENY VALLEY RAILWAY COMPANY.

Date of organization: February 12, 1852. Reorganized March 1, 1892.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Barnes,	Philadelphia,	May 7, 1894.
Geo. B. Roberts,	Philadelphia,	do.
John P. Green,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
P. A. B. Widener,	Philadelphia,	do.
Samuel Rea,	Philadelphia,	do.
John B. Jackson,	Pittsburg,	do.

Date of last meeting of stockholders for election of directors: May 1, 1893.
Postoffice address of general office: Pittsburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	W. H. Barnes,	Philadelphia.
Secretary,	Stephen W. White,	Philadelphia.
Treasurer,	Thos. R. Robinson,	Pittsburg.
Resident Engineer,	Frank M. Ashmead,	Pittsburg.
Solicitors, (Counsel,)	Scott & Gordon,	Pittsburg.
Auditor,	John Hampton Barnes,	Philadelphia.
	Theo. F. Brown,	Philadelphia.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
<i>Main Line.</i>				
River Division,	Pittsburg,	Oil City,	132.50	242.20
Low Grade Division,	Red Bank,	Driftwood,	109.70	
<i>Branch Line.</i>				
Sligo Branch,	Lawsonham,	Sligo,	10.20	18.10
Plum Creek Branch,	Verona,	Coalworks,	7.90	
Total mileage operated, . . . . .	. . . . .	. . . . .	260.30	260.30

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	\$41,137,128 66	Capital stock,	\$26,197,092 35
Cost of equipment,	1,658,703 91	Funded debt,	16,991,847 62
Stocks of other companies owned,	23,591 66	Current liabilities,	720,454 90
Cash and current assets,	847,507 40	Accrued interest on funded debt,	193,373 33
Other assets:		not yet payable,	
Sundries,	252,165 84		
Profit and loss,	183,671 33		
Total,	\$44,102,768 20	Total,	\$44,102,768 20

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company pays 40 per cent. of their gross receipts.

United States Postoffice Department pays a regular specified amount quarterly, subject to change from time to time, according to weight of mails.

Pullman Palace Car Company run sleeping and parlor cars, keeping up all repairs and charge extra for seats and berths.

No special arrangements with freight or transportation companies.

Other railroad companies no special arrangements, other than through billing of freight and ticketing of passengers and monthly settlements.

Western Union Telegraph Company pay a stated amount per mile and 50 per cent. of net receipts of local stations.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	50	
Number iron,	57	
Number wooden,	87	194
Trestles:		
Number,	20	20
Aggregate length,	1,780	1,780
Tunnels:		
Number,	5	5
Maximum length,	1,936	1,936
Minimum length,	410	410
Aggregate length of tunnels,	4,319	4,319
Telegraph:		
Miles of line owned by this company,	242	242
Miles of wire owned by this company,	403	403
Miles of line operated by this company,	242	242
Miles of wire operated by this company,	403	403
Miles of line operated by Western Union Telegraph Company,	242	242
Miles of wire operated by Western Union Telegraph Company,	2,794	2,794

Gauge of track, 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? When the bonds of the first mortgage become due they will be refunded by the issue of the new general mortgage bonds, of this, the reorganized company.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Union Station at Pittsburgh, owned by Pennsylvania Railroad Company. We pay a certain percentage of all expenses.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight: Central Traffic Association. Trunk Line Association.

ALLENTOWN RAILROAD COMPANY.

Date of organization: April 19, 1853.

By what authority incorporated: Act of April 19, 1853, and supplements.

Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
Geo. DeB. Keim,	Philadelphia,	Second Monday of January, 1894.	
Thomas Dolan,	Philadelphia,	do.	do.
W. R. Taylor,	Philadelphia,	do.	do.
A. J. Antelo,	Philadelphia,	do.	do.
Samuel R. Shipley,	Philadelphia,	do.	do.
James Boyd,	Norristown, Pa.,	do.	do.

Date of last meeting of stockholders for election of directors: January 9, 1893.

Postoffice address of general office: Reading Terminal Building, Philadelphia.

Postoffice address of operating company: Reading Terminal Building, Philadelphia

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Joseph S. Harris,	Philadelphia, Pa.
Secretary,	Howard Hancock,	do.
Treasurer,	John Welch,	do.
Comptroller,	Daniel Jones,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Allentown Railroad Co.,	Topton, Pa.,	Kutztown, Pa.	Philadelphia and Reading Railroad Company.	4.50	4.50

Operated by the Philadelphia and Reading Railroad Company.

Said company pays all expenses of operating, and to this company as rental a sum equal to 30 per cent. of the gross receipts.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$1,085,747 94	Capital stock,	\$1,268,884 47
Cash and current assets,	20,527 10	Current liabilities,	12,745 37
Profit and loss,	175,354 80		
Total,	\$1,281,629 84	Total,	\$1,281,629 84

CHARACTERISTICS OF ROAD.

Gauge of track, 4 ft. 8 1-2 in.

ALLENTOWN TERMINAL RAILROAD COMPANY.

Date of organization: August 17, 1888.

By what authority incorporated: State of Pennsylvania, under Act of April 4, 1868, and supplements thereto.

Operated by Central Railroad Company of New Jersey and Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. Rogers Maxwell,	New York,	January 8, 1894.
Geo. F. Baker,	New York,	do.
Edward A. Adams,	New York,	do.
F. R. Cope,	Philadelphia,	do.
Edward Lewis,	Philadelphia,	do.
Thos. McKean,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: January 9, 1893.

Postoffice address of general office: 226 South Third street, Philadelphia.

Postoffice address of operating company: Central Railroad Company of New Jersey, 143 Liberty street, New York, Philadelphia and Reading Railroad Company, 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	E. B. Leisenring,	Philadelphia.
Secretary and Treasurer,	S. Shepherd,	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Penn'a.
	From—	To—			
Allentown Terminal Railroad.	Scheiber's Mill,	Connection with Lehigh and Susquehanna Railroad.	Central Railroad Company of New Jersey and Philadelphia and Reading Railroad.	3.391	3.391

The Allentown Terminal Railroad was leased to the Lehigh Coal and Navigation Company, and the Philadelphia and Reading Railroad Company, July 10, 1889, for the term of 999 years, at an annual rent of \$40,500. The Lehigh Coal and Navigation Company assigned the lease under the same date to the Central Railroad Company of New Jersey, which company operates the road jointly with the Philadelphia and Reading Railroad Company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$979,523 93	Capital stock,	\$450,000 00
Cash and current assets,	10,001 85	Funded debt,	450,000 00
Profit and loss,	22 47	Current liabilities,	80,548 25
		Accrued interest on funded debt not yet payable.	9,000 00
Total,	\$989,548 25	Total,	\$989,548 25

ALTOONA, CLEARFIELD AND NORTHERN RAILROAD COMPANY.

Date of organization: May 27, 1890.
By what authority incorporated: Under the laws of the Commonwealth of Pennsylvania, by Act of Assembly, entitled "A supplement to an Act, entitled 'An Act to authorize the formation and regulation of railroad corporations,' " approved the 8th day of June, 1875.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
S. P. Langdon,	Altoona, Blair county, Pa., . . .	Second Monday in January.
W. L. Shellenberger,	do. do.	do. do.
W. S. Lee,	do. do.	do. do.
W. J. Heinsling,	do. do.	do. do.
G. S. Adams,	do. do.	do. do.
John Loudon,	do. do.	do. do.
Wm. Loudon,	do. do.	do. do.
Andrew Kipple,	do. do.	do. do.
Charles Baltzell,	do. do.	do. do.
J. A. Canan,	do. do.	do. do.
W. T. Forsythe,	do. do.	do. do.
W. M. Findley,	do. do.	do. do.
M. H. Mackey,	do. do.	do. do.
G. T. Jackson,	do. do.	do. do.
S. J. Westley,	do. do.	do. do.

Date of last meeting of stockholders for election of directors: February 23, 1893.
Postoffice address of general office: Altoona, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	S. P. Langdon,	Altoona, Pa.
Vice President,	W. L. Shellenberger,	Altoona, Pa.
Secretary,	W. E. Steen,	Philadelphia.
Treasurer,	S. J. Westley,	Altoona, Pa.
Chief Engineer,	W. T. Forsythe,	Altoona, Pa.
General Solicitor, Attorney or Counsel,	W. S. Hammond,	Altoona, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Altoona, Clearfield and Northern,	Juniata,	Dougherty,	13	13

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$71,136 80	Capital stock,	\$44,050 00
Cost of equipment,	16,052 52	Funded debt,	34,499 14
Bonds of other companies owned,	100 00	Current liabilities,	44,153 59
Lands owned,	11,500 00		
Cash and current assets,	5 00		
Other assets:			
Sundries,	23,874 49		
Profit and loss,	33 92		
Total,	\$122,702 73	Total,	\$122,702 73

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	3	3
Number wooden,	2	2
Trestles:		
Number,	1	1
Aggregate length (feet),	400	
Gauge of track,		3 feet

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such properties belongs: Ground rental at Juniata to Pennsylvania Railroad Company.

ARNOT AND PINE CREEK RAILROAD COMPANY.

Date of organization: January 12, 1881.
By what authority incorporated: Under the General Law of the State of Pennsylvania, passed April 4, 1868.
Operated by Tioga Railroad Company, to whom it was leased for ninety-seven years, from July 1, 1882.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Samuel Hines,	Scranton, Pa.,	Second Tuesday in July, 1893.
M. F. Elliott,	Wellsboro, Pa.,	" " "
A. E. Botchford,	Blossburg, Pa.,	" " "
J. Lowber Welsh,	Philadelphia, Pa.,	" " "
E. B. Thomas,	New York City, N. Y.,	" " "
A. R. Macdonough,	New York City, N. Y.,	" " "

Date of last meeting of stockholders for election of directors: Second Tuesday in July, 1892.
Postoffice address of general office: 21 Cortlandt street, New York city.
Postoffice address of operating company: No. 21 Cortlandt street, New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. Lowber Welsh,	Philadelphia, Pa.
Secretary,	A. R. Macdonough,	New York City.
Treasurer,	Edward White,	New York City.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Leased to the Tioga Railroad Company, March 16, 1883, for the period of ninety-seven years, beginning on the first day of July, 1882, at a rental of \$12,750.00 per annum, in semi-annual payments, on the first days of January and July, to be paid direct to the stockholders at the rate of five dollars per annum on each share.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$258,350 74	Capital stock,	\$255,000 00
		Current liabilities,	3,350 74
Total,	\$258,350 74	Total,	\$258,350 74

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYL- VANIA.
Bridges:		
Number wooden,	7	7
Trestles:		
Number,	5	5
Aggregate length,	320	320
Telegraph:		
Miles of line operated by Tioga Railroad Company,	12	12
Miles of wire operated by Tioga Railroad Company,	12	12
Gauge of track,	4 ft. 8 1-2 in.	

BALD EAGLE VALLEY RAILROAD.

Date of organization: March 25, 1861.

By what authority incorporated: Special Act, March 25, 1861.

If a consolidated company, name the constituent companies: The Bellefonte and Snow Shoe Railroad Company, and the Moshannon Railroad Company, were merged into the Bald Eagle Valley Railroad Company, March 22, 1881, and the Bellefonte, Nittany and Lemont Railroad Company, August 1, 1889.

The Bellefonte and Snow Shoe Railroad Company, was incorporated as the Allegheny and Bald Eagle Railroad, Coal and Iron Company, June 12, 1839 (supplement May 2, 1855): Name changed March 24, 1859 (supplement February 16, 1865.)

The Moshannon Railroad Company, was incorporated April 11, 1863 (supplement April 14, 1864.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. G. Curtin,	Bellefonte, Pa.,	April 10, 1894.
J. Wesley Gephart,	do.,	do.
C. A. Mayer,	Lock Haven, Pa.,	do.
Oliver H. Reighard,	Williamsport, Pa.,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.
G. B. Roberts,	Philadelphia,	do.
W. H. Barnes,	do.,	do.
Wm. A. Patton,	do.,	do.
Henry D. Welsh,	do.,	do.
Samuel Rea,	do.,	do.
W. L. Elkins,	do.,	do.
George M. Conarroe,	do.,	do.

Date of last meeting of stockholders for election of directors: April 11, 1893.

Postoffice address of general office: 233 South Fourth street, Philadelphia, Pa.

Postoffice address of operating company: 233 South Fourth street, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John P. Green,	Philadelphia.
Secretary,	Albert Hewson,	Philadelphia.
Treasurer,	Taber Ashton,	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Bald Eagle Valley Railroad,	Vail,	Lock Haven,	Pennsylvania Railroad Company,	51.20	51.20
Branches,				39.48	39.48
Total mileage,				90.68	90.68

Leased to the Pennsylvania Railroad Company, dated December 7, 1864, for ninety-nine years, from July 1, 1864. Rental 40 per cent. of the gross earnings.

The Nittany Branch is operated by the Pennsylvania Railroad Company, for its net earnings.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	1,896,544 45	Capital stock,	1,535,000 00
Stocks of other companies owned,	25,000 00	Funded debt,	348,000 00
Other permanent investments,	128,750 00	Current liabilities,	290 60
Cash and current assets,	453,925 73	Sinking fund,	52,000 00
		Profit and loss,	568,929 58
Total,	2,504,220 18	Total,	2,504,220 18

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYL- VANIA.
Bridges:		
Number of iron,	44	44
Number of wooden,	11	11
Trestles:		
Number,	9	9
Aggregate length (feet),	1,863	1,863
Telegraph:		
Miles of line owned by this company,	80.75	80.75
Miles of wire owned by this company,	80.75	80.75
Miles of line operated by Pennsylvania Railroad Company, lessee, . .	80.75	80.75
Miles of wire operated by Pennsylvania Railroad Company, lessee, . .	80.75	80.75
Gauge of track,	4 ft. 9 in.	

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt?
Sinking fund \$4,000.00 per annum.

BALTIMORE AND CUMBERLAND VALLEY RAILROAD
COMPANY.

Date of organization: 1878.

By what authority incorporated: Pennsylvania.

Operated by Western Maryland Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRA- TION OF TERM.
I. N. Snively,	Waynesboro', Pa.,	January, 1894.
Joseph Price,	Waynesboro', Pa.,	do.
Simon Lecron,	Waynesboro', Pa.,	do.
J. J. Miller,	Waynesboro', Pa.,	do.
Daniel Hoover,	Waynesboro', Pa.,	do.
J. M. Hood,	Baltimore, Md.,	do.
William A. Boyd,	Baltimore, Md.,	do.

Date of last meeting of stockholders for election of directors: January 9, 1893.

Postoffice address of general office: Waynesboro, Pa.

Postoffice address of operating company: Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	I. N. Snively,	Waynesboro', Pa.
Secretary,	J. J. Miller,	Waynesboro', Pa.
Treasurer,	Joseph Price,	Waynesboro', Pa.
General Ticket Agent and Ticket Auditor,	J. D. Whittington,	Baltimore, Md.
General Manager,	J. M. Hood,	Baltimore, Md.
Freight Auditor,	J. H. Price,	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Baltimore and Cumberland Valley Railroad Co.	State Line, Md.	Waynesboro', Pa.	Western Maryland Railroad Company.	4.55	4.55

Leased to the Western Maryland Railroad Company, for a period of fifty years (6 per cent. interest on \$72,800.00 first mortgage bonds), computing from the first day of July, A. D. 1879, fully to be complete and ended, the Western Maryland Railroad Company paying to the company for the same an annual rental of \$4,368.00, and that payable in equal semi-annual installments of \$2,184.00, each on the first days of January and July, in each year, computing from the first day of July, 1880, over and above all offsets and discounts for taxes and assessments.

Western Maryland Railroad Company has right to purchase at expiration of lease, or renew lease for a like term of fifty years, to commence from the expiration of this lease and containing the same terms, covenants and provisions as those contained in this lease, save that if the rate of interest upon the new first mortgage bonds, which may be issued in lieu of or for sale, in order to retire the first mortgage bonds first mentioned, shall be less than 6 per cent., then the rent to be received shall be reduced to an amount equal to the annual interest to be paid on said bonds, and the said new lease shall especially contain like covenants for the privilege of purchase, or the obtaining of a new lease.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	1	1
Number wooden,	4	4
Trestles:		
Number,	4	4
Aggregate length (feet).	1,501	1,501

Gauge of track, 4 ft. 8 1-2 in.

BALTIMORE AND CUMBERLAND VALLEY RAILROAD
EXTENSION COMPANY.

Date of organization: 1880.

By what authority incorporated: State of Pennsylvania.

Operated by Western Maryland Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
D. J. Foley,	Baltimore, Md.,	January, 1894.
J. M. Hood,	Baltimore, Md.,	do.
J. W. McPherson,	Shippensburg, Pa.,	do.
Geo. B. Cole,	Shippensburg, Pa.,	do.
Jno. P. Culbertson,	Chambersburg, Pa.,	do.
W. F. Eyster,	Chambersburg, Pa.,	do.
J. W. Humbird,	Cumberland, Md.,	do.
C. W. Hunnichouse,	Williamsport, Md.,	do.

Date of last meeting of stockholders for election of directors: January, 1893.

Postoffice address of general office: Chambersburg, Pa.

Postoffice address of operating company: Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	David Wills,	Gettysburg, Pa.
Secretary,	T. M. Mahon,	Chambersburg, Pa.
Treasurer,	D. J. Foley,	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line in Pennsylvania.
	From—	To—		
Baltimore and Cumberland Valley Railroad Extension Company.	Waynesboro, Pa.,	Shippensburg, Pa.	Western Maryland Railroad Company.	26.52
Total mileage,				26.52

Leased to the Western Maryland Railroad Company, for a period of fifty years, for 7 per cent. interest on \$270,000.00 stock, and 6 per cent. interest on \$230,000.00 first mortgage bonds.

Date of lease, July 1, 1881.

Expiration of lease, July 1, 1931, with privilege of renewal for like period or periods.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	4	4
Number wooden bridges,	10	10
Trestles:		
Number,	12	12
Aggregate length (feet),	3,267	3,267
Gauge of track,	4 ft. 8 1-2 in.	

BALTIMORE AND HARRISBURG RAILWAY COMPANY.

Date of organization: Created by merger, September 20, 1886.

By what authority incorporated: General Railroad Laws of Pennsylvania, Acts of 1849 and 1868. General Railroad Laws of Maryland, Acts of Assembly, 1876, Chapter 242.

If a consolidated company, name the constituent companies? Hanover Junction, Hanover and Gettysburg Railroad Company, Baltimore and Hanover Railroad Company and Bachman Valley Railroad of Pennsylvania.

Operated by Western Maryland Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. M. Hood.	Baltimore, Md.. . . .	January, 1894.
W. S. Rayner.	Baltimore, Md.. . . .	do.
C. W. Stagle.	Baltimore, Md.. . . .	do.
David Wills.	Gettysburg, Pa.. . . .	do.
Reuben Young.	Hanover, Pa.. . . .	do.
W. H. Vickery.	Woodensbnrg, Md.. . . .	do.
L. P. Brockley.	Hanover, Pa.. . . .	do.
R. M. Wirt.	Hanover, Pa.. . . .	do.
Jerome L. Boyer.	Reading, Pa.. . . .	do.
H. E. Young.	Hanover, Pa.. . . .	do.

Date of last meeting of stockholders for election of directors: January, 1893.

Postoffice address of general office: Hanover, Pa.

Postoffice address of operating company: Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	A. W. Eichelberger.	Hanover, Pa.
Secretary.	R. M. Wirt.	Hanover, Pa.
Treasurer.	Geo. H. Baer.	Baltimore, Md.
Chief Engineer.	J. M. Hood.	Baltimore, Md.
General Solicitor, Attorney or Counsel.	David Wills.	Gettysburg, Pa.
General Manager.	J. M. Hood.	Baltimore, Md.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Baltimore and Harrisburg Railway (owned). . . .	Emory Grove, Md.. . .	Gettysburg, Pa.. . .	51.2
Baltimore and Harrisburg Railway (owned). . . .	Valley Junction, Pa.. .	Hanover Jct., Pa.. .	6
Baltimore and Harrisburg Railway (owned). . . .	Intersection.	State Line.	1.3
Baltimore and Harrisburg Railway (owned). . . .	Gettysburg, Pa.. . . .	Orrtanna, Pa.. . . .	1.1
Baltimore and Harrisburg Railway, Western Extension (leased).	Orrtanna.	H'ghfield Mc. . . .	35
Total mileage operated.			8.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road and equipment.	\$1,456,241 61	Capital stock.	\$720,000 00
Other permanent investments.	72,092 90	Funded debt.	690,000 00
Cash and current assets.	28,817 83	Current liabilities.	59,854 32
Other assets:		Accrued interest on funded debt not yet payable.	4,400 00
Sundries.	10,067 49	Profit and loss.	92,965 51
Total.	\$1,567,219 83	Total.	\$1,567,219 83

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company, 40 per cent. of gross receipts.

United States Government.

Traffic arrangements for interchange of freight with Philadelphia and Reading Railroad, Baltimore and Ohio Railroad and Pennsylvania Railroad upon agreed per cents.

Western Union Telegraph Company.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENN- SYLVANIA.
Bridges,		
Number stone,	9	8
Number iron,	2	2
Number wooden,	52	54
Trestles:		
Number,	1	1
Aggregate length,	25	25
Gauge of track,	4 ft. 8 1-2 in.	

BALTIMORE AND HARRISBURG RAILWAY COMPANY (WESTERN EXTENSION).

Date of organization: April 30, 1888.

By what authority incorporated: By the Commonwealth of Pennsylvania.

Operated by Western Maryland Railroad Company (Baltimore and Harrisburg Division.).

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRA- TION OF TERM.
A. C. Musselman,	Fairfield, Pa.,	January, 1894.
W. F. Benchoff,	Blue Ridge Summit, Pa.,	do.
J. Emory Bair,	Gettysburg, Pa.,	do.
Andrew Marshall,	Fairfield, Pa.,	do.
Jno. A. Livers,	Gettysburg, Pa.,	do.
Chas. H. Buehler,	Gettysburg, Pa.,	do.

Date of last meeting of stockholders for election of directors: January.

Postoffice address of general office: Gettysburg, Pa.

Postoffice address of operating company: Hanover, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	David Wills,	Gettysburg, Pa.
Secretary,	W. P. Quimby,	Gettysburg, Pa.
Treasurer,	Geo. H. Baer,	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Baltimore and Harris- burg Railway Com- pany (Western Exten- sion).	Ortanna, Pa.	Highfield, Md.	Baltimore and Harrisburg Railway Company.	15	15

Leased to Western Maryland Railroad Company, for fifty years, beginning from the first day of June, 1889.

Annual rental \$12,000.00; 5 per cent. interest on \$240,000.00 bonds. Interest payable May and November.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYL- VANIA.
Bridges:		
Number stone,	2	2
Number iron,	1	1
Number wooden,	2	2
Trestles:		
Number,	1	1
Aggregate length (feet),	349	349
Tunnels:		
Number,	1	1
Maximum length (feet),	533	533
Minimum length (feet),	533	533
Aggregate length of all tunnels (feet),	533	533
Telegraph:		
Miles of line operated by Western Union Telegraph Company,	15	15
Miles of wire operated by Western Union Telegraph Company,	15	15
Gauge of track,	4 ft. 8 1-2 in.	

BALTIMORE AND PHILADELPHIA RAILROAD COMPANY.

Date of organization: February 17, 1883.

By what authority incorporated: Baltimore and Philadelphia Railway Company was organized under Letters Patent from State of Pennsylvania, January 31, 1883, under Laws of Pennsylvania, dated April 4, 1868 (supplemented June 8, 1874).

If a consolidated company, name the constituent companies: Delaware and Western Railroad Company and Baltimore and Philadelphia Railway consolidated, February 17, 1883. The Wilmington and the Western Railroad Company was reorganized under Laws of State of Delaware, February 5, 1867. Amendments March 10, 1869, March 24, 1871, January 30, 1873, March 3, 1873; Laws of Pennsylvania, April 17, 1869. Amendments March 9, 1872, March 26, 1873, April 13, 1870. This road was sold under a decree of the United States Circuit Court for Delaware, made on March 7, 1877 and the purchasers organized under the title of Delaware Western Railroad Company. Laws of Pennsylvania March 24, 1865; Laws of Delaware, February 22, 1877.

Operated by Baltimore and Ohio Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRA- TION OF TERM.
Thomas M. King,	Philadelphia, Pa.,	December 12, 1893.
J. B. Washington,	Pittsburgh, Pa.,	Do.
Wm. M. Canby,	Wilmington, Del.,	Do.
J. T. Odell,	Baltimore, Md.,	Do.
William Canby,	Wilmington, Del.,	Do.
Henry A. DuPont,	Wilmington, Del.,	Do.
George DeB. Keim,	Philadelphia, Pa.,	Do.
J. Vansant Smith,	Philadelphia, Pa.,	Do.
Theodore Frothingham,	Philadelphia, Pa.,	Do.

Date of last meeting of stockholders for election of directors: December 13, 1892.

Postoffice address of general office: Wilmington, Del.

Postoffice address of operating company: Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Thomas M. King,	Pittsburgh, Pa.
Vice President,	J. T. Odell,	Baltimore, Md.
Secretary,	J. C. Farra,	Wilmington, Del.
Treasurer,	W. H. Ijams,	Baltimore, Md.
Auditor,	W. T. Thelin,	Baltimore, Md.
General Manager,	J. T. Odell,	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Baltimore and Philadelphia Railroad Company.	Maryland and Delaware State line.	P. and R. Junction, Philadelphia, Pa.	Baltimore and Ohio Railroad Company.	36.80	15.70
Landenhurg Branch, . . .	West Junction, Del.	Landenburg, Pa.	Baltimore and Ohio Railroad Company.	14.30	2.30
Market Street branch, . .	W. and N. Junction, Del.	Market street station, Wilmington, Del.	Baltimore and Ohio Railroad Company.	3.00	
South Side extension, . .	West Yard, Junction, Wilmington, Del.	Atlantic Refining Company, Wilmington, Del.	Baltimore and Ohio Railroad Company.	2.80	
Crum Creek branch, . . .	Avondale, . .	Leiper and Lewis Quarry, Pa.	Baltimore and Ohio Railroad Company.	2.40	2.40
Total mileage, . . .				59.30	20.40

Operated by the Baltimore and Ohio Railroad Company, who handle the receipts and after deducting expenses, apply the net earnings to the payment of interest on bonds, and any balance arising is to be paid to the stockholders.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$9,840,000 00	Capital stock,	\$4,996,850 00
Cost of equipment,	20,953 83	Delaware and Western stock to be retired,	3,150 00
Profit and loss,	2,218,244 91	Funded debt,	4,840,000 00
		Current liabilities,	2,259,198 74
Total,	\$12,079,198 74	Total,	\$12,079,198 74

IMPORTANT CHANGES DURING THE YEAR.

South Side Extension extended .50 mile from Third street "Y" to Christian creek.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	17	9
Number iron,	68	20
Number wooden,	41	9
Trestles:		
Number,	19	3
Aggregate length (feet),	3,498	295
Tunnels:		
Number,	1	1
Aggregate length of all tunnels (feet),	627	627

Gauge of track, 4 ft. 8 3/4 in.

BANGOR AND PORTLAND RAILWAY COMPANY.

Date of organization: May 19, 1879.

By what authority incorporated: Under General Railway Laws of Pennsylvania, 1868, and its various supplements.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John I. Blair,	Blairstown, N. J.,	Second Tuesday in May, 1894.
C. Miller,	Bangor, Pa.,	do. do.
D. C. Blair,	Belvedere, N. J.,	do. do.
Geo. W. Mackey,	Bangor, Pa.,	do. do.
Jacob E. Long,	Bangor, Pa.,	do. do.
John Buzzard,	Bangor, Pa.,	do. do.
J. Moore,	Portland, Pa.,	do. do.
John I. Miller,	Portland, Pa.,	do. do.
Wm. Bray,	East Bangor, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: Second Tuesday in May, 1893.

Postoffice address of general office: Bangor, Pa.

Postoffice address of operating company: Bangor, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	C. Miller,	Bangor, Pa.
Vice President,	D. C. Blair,	Belvedere, N. J.
Secretary,	G. W. Mackey,	Bangor, Pa.
Treasurer,	John I. Miller,	Portland, Pa.
General Solicitor, Attorney or Counsel,	G. W. Mackey,	Bangor, Pa.
Auditor,	W. M. Bennett,	Bangor, Pa.
General Manager,	C. Miller,	Bangor, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Bangor and Portland,	Portland, Pa.,	Nazareth, Pa.,	27.97	32.51
Eastern and Northern,	Nazareth Junction,	Martin's Creek,	4.64	8
	Belfast, Pa.,	Easton, Pa.,	8	
Total mileage operated,			40.51	40.51

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$407,511 06	Capital stock,	\$121,100 00
Cost of equipment,	109,475 00	Funded debt,	320,000 00
Cash and current assets,	509 51	Profit and loss,	76,395 57
Total,	\$517,495 57	Total,	\$517,495 57

CONTRACTS, AGREEMENTS, ETC.

Contract with United States Express Company. We receive one-third of earnings over Delaware, Lackawanna and Western Railroad and branches, and Bangor and Portland Railway.

Contract with Adams Express Company, for operating over the Easton and Northern Railroad, similar to the one with the United States Express Company.

Contract with the United States Government for carrying of mails over Bangor and Portland Railway and Easton and Northern Railroad. We receive about two hundred dollars per month.

Contract with Delaware, Lackawanna and Western, Pennsylvania Railroad, Pennsylvania, Poughkeepsie and Boston, and Central Railroad of New Jersey; We receive an arbitrary on freight, to and from points not on the above named railroads, and a pro rata on local business.

Contract with Pennsylvania Telephone Company for use of all 'phones on the Bangor and Portland and Easton and Northern Railroads.

Trackage agreement with Easton and Northern Railroad Company; We to pay them forty-two and one-half per cent. of net earnings from freight and passenger traffic for use of tracks and stations between Belfast and Easton, Pa.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYL- VANIA.
Bridges :		
Number iron,	6	6
Number wooden,	15	15
Trestles :		
Number,	1	1
Gauge of track,	4 ft. 8 1-2 in.	

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Easton and Northern Railroad Company.

Name all the associations to which this road is a party, whose object is the regulation or control of the passenger or freight traffic: Freight Traffic Association of the Middle States.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Star Union Line, Empire Line, Great Southern Despatch, Great Eastern Line, Lackawanna Line, etc.

BARCLAY RAILROAD COMPANY.

Date of organization: June, 1862.

By what authority incorporated: Pennsylvania Act concerning railroads, approved April 8, 1861, and supplements thereto.

If a consolidated company, name the constituent companies: By an act of court the name of road was changed from The Barclay Coal Company to The Barclay Railroad Company, September 24, 1891.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRA- TION OF TERM.
J. Raymond Claghorn,	Philadelphia,	February, 1894.
Andrew Wheeler,	Philadelphia,	do.
Henry C. Davis,	New York City,	do.
H. H. Wilson,	Philadelphia,	do.
Anthony Taylor,	Philadelphia,	do.
Lawrence Johnson,	Philadelphia,	do.
Clarence R. Claghorn,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: February 13, 1893.

Postoffice address of general office: 204 Walnut Place, Philadelphia,

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. Raymond Claghorn,	204 Walnut Place, Philadelphia.
Secretary,	Anthony Taylor,	do. do.
Treasurer,	Clarence R. Claghorn,	do. do.
Chief Engineer,		

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Barelay Railroad Company,	Towanda,	Foot of plane,	14.02	14.02

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$450,000 00	Capital stock,	\$1,000,000 00
Cost of equipment,	33,285 29	Funded debt,	76,000 00
Bonds of other companies owned,	6,000 00	Current liabilities,	6,000 00
Other permanent investments,	244,734 80	Profit and loss,	53,876 88
Lands owned,	373,000 00		
Cash and current assets,	23,979 19		
Other assets : Sundries,	4,877 60		
Total,	\$1,135,876 88	Total,	\$1,135,876 88

CHARACTERISTICS OF ROAD.

Bridges:	
Number iron,	1
Number wooden,	4
Gauge of track,	4 ft. 8 1-2 in.

BARE ROCK RAILROAD COMPANY.

Date of organization: October 19, 1892.
By what authority incorporated: Act of April 4, 1868.

DIRECTORS.

NAME.	NAMES.	DATE OF EXPIRATION OF TERM.
Jno. Murdock,	Johnstown, Pa.,	December 1, 1893.
E. B. McColly,	Ligonier, Pa.,	do.
W. F. Murdock,	Johnstown, Pa.,	do.
Samuel Fox,	Somerset, Pa.,	do.
S. E. Gill,	Pittsburg, Pa.,	do.
Jos. Woy,	Somerset, Pa.,	do.

Date of last meeting of stockholders for election of directors: December 1, 1892.
Postoffice address of general office: Johnstown, Pa..

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Jno. Murdock,	Johnstown, Pa.
Secretary,	W. F. Murdock,	Johnstown, Pa.
Treasurer,	J. M. Murdock,	Johnstown, Pa.
General Solicitor, Attorney or Counsel, .	Coffroth & Ruppel,	Somerset, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Bare Rock Railroad,	Milford station, . . .	Bare Rock,	2.5	2.5

BEECH CREEK RAILROAD COMPANY.



Date of organization: June 29, 1886.
By what authority incorporated: Two Acts of General Assembly of Pennsylvania, passed May 25, 1878.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Cornellus Vanderbilt,	New York,	May, 1894.
William K. Vanderbilt,	New York,	do.
George J. Magee,	Watkins, N. Y.,	do.
George F. Baer,	Reading, Pa.,	do.
William W. Betts,	Clearfield, Pa.,	do.
James Kerr,	Clearfield, Pa.,	do.
Marlin E. Olmsted, President and <i>ex-officio</i> Director,	Harrisburg, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 5, 1893.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Marlin E. Olmstead,	Harrisburg, Pa.
Vice President,	Cornellus Vanderbilt,	New York, N. Y.
Secretary,	Allyn Cox,	New York, N. Y.
Treasurer,	Edwin V. W. Rossiter,	New York, N. Y.
Comptroller,	John Carstensen,	New York, N. Y.
General Manager,	J. D. Layng,	New York, N. Y.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Beech Creek Railroad,	Jersey Shore,	Mahaffey Junction,	113.02	113.02
Peale branch,	Viaduct,	Moravian,	8.06	
Wells Run branch,	East of Munson's,	Mines,	1.04	
Philipsburg branch,	Munson's,	Stiner's,	7.49	
Hawk Run branch,	Hawk Run,	Mines,	2.27	
Decatur branch,	West of Hawk Run,	Mines,	1.66	
Derby branch,	East of Philipsburg,	Mines,	0.84	
Todd branch,	East of Philipsburg,	Mines,	0.88	
Pardee No. 2 branch,	West of Hawk Run,	Mines,	1.04	
Woodland branch,	East of Woodland,	Mines,	1.23	
Clearfield branch,	Clearfield Junction,	Clearfield,	3.93	
O'Shanter branch,	Mitchells,	O'Shanter,	1.61	
Gazzam branch,	Kerrmoor,	Gazzam,	3.37	
Thurston branch,	East of Gazzam,	Mines,	1.32	
Dunlap branch,	West of Mitchell's,	Mines,	1.33	
Cambridge and Clearfield,	Mahaffey Junction,	Patton,	20.39	36.07
Pine Creek,	Jersey Shore,	Newberry Junction,	12.30	
Philadelphia and Reading,	Newberry Junction,	Williamsport,	3.50	
Total,				185.28

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

The Beech Creek Railroad Company was leased December 15, 1890, to the New York Central and Hudson River Railroad Company, for the term of 999 years, from October 1, 1890, but is operated as an independent organization.

The terms of the rental are four per cent. per annum guaranteed interest on first mortgage bonds, not exceeding \$5,000,000.00, and an annual guaranteed dividend of 4 per cent. on capital stock, amounting to \$5,000,000.00, the guarantee was extended to additional. Under a subsequent agreement, issues of capital stock amounting to \$1,000,000.00, and second mortgage 5 per cent. bonds not exceeding \$1,000,000.00.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$10,000,000 00	Capital stock,	\$5,000,000 00
Cost of equipment,		Funded debt,	5,250,000 00
Stocks of other companies owned,		Current liabilities,	657,071 94
Other permanent investments,		Accrued rental of equipment,	17,912 50
Cash and current assets,		Profit and loss,	358,965 59
Total,	\$11,783,950 03	Total,	\$11,783,950 03

IMPORTANT CHANGES DURING THE YEAR.

Extension from Kerrmoor to Mahaffey.

\$500,000.00 of additional capital stock issued. \$250,000.00 second mortgage bonds issued.

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company—Consideration 40 per cent. of gross revenue with minimum guarantee of \$1,200.00 per annum.

United States Government—Based on average daily weight of mail carried.

Pennsylvania Railroad, Buffalo, Rochester and Pittsburg, Philadelphia and Reading, Pennsylvania Railroad, coal transportation for use of Derby Branch.

Western Union Telegraph Company: Consideration, limited free transmission of railroad messages.

Central Pennsylvania Telegraph and Supply Company: For use of railroad wires at an annual rental of \$40.00 per wire per mile.

W. E. Smith and others—For transportation of timber.

City of Lock Haven—For transportation of limestone.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYL- VANIA.
Bridges:		
Number stone,	2	2
Number iron,	69	69
Trestles:		
Number,	5	5
Aggregate length (feet),	406	406
Tunnels:		
Number,	4	4
Maximum length (feet),	1,247	1,247
Minimum length (feet),	346	346
Aggregate length of all tunnels (feet),	2,791	2,791
Telegraph:		
Miles of line owned by this company,	146.7	146.7
Miles of wire owned by this company,	294.4	294.4
Miles of line operated by this company and Western Union Telegraph Company,	146.7	146.7
Miles of wire operated by this company,	294.4	294.4
Gauge of track,	4 ft. 8 1-2 in.	

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Jersey Shore Station, rented from Fall Brook Railway Company.

BEAVER AND ELLWOOD RAILROAD COMPANY.

Date of organization: May 20, 1890.
By what authority incorporated: Pennsylvania Act of April 4, 1868 and supplements thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRA- TION OF TERM.
H. W. Hartman.	Ellwood City, Pa.,	January 9, 1894.
Merritt Greene,	Edgeworth, Pa.,	do.
Jno. Sherwin,	Ellwood City, Pa.,	do.
Chas. H. McKee,	Pittsburg, Pa.,	do.
Saml. A. Roelofs,	Ellwood City, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 10, 1893.
Postoffice address of general office: Ellwood City, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	H. W. Hartman,	Ellwood City, Pa.
Secretary,	Samuel A. Roelofs,	Ellwood City, Pa.
Treasurer,	Edward Wolford,	Ellwood City, Pa.
Chief Engineer,	Chas. H. McKee,	Pittsburg, Pa.
General Solicitor, Attorney or Counsel,	H. H. Roelofs,	Ellwood City, Pa.
Auditor,	Merritt Greene,	Edgeworth, Pa.
General Manager,		

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Beaver and Ellwood Railroad, . . .	Ellwood Junction, . .	Ellwood City,	3	3

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$128,726 24	Capital stock,	\$50,000 00
Cost of equipment,	15,358 44	Funded debt,	50,000 00
Other permanent investments,	1,508 16	Current liabilities,	55,670 82
Cash and current assets,	1,793 89		
Other assets,	239 93		
Profit and loss,	8,044 16		
Total,	\$155,670 82	Total,	\$155,670 82

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	1	1
Trestles:		
Number stone,	2	2
Aggregate length (feet),	100	100

BEDFORD AND BRIDGEPORT RAILWAY COMPANY.

Date of organization: April 29, 1891. Certificate of organization filed May 5, 1891.

By what authority incorporated: General Law of April 8, 1861.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John P. Green,	Philadelphia,	April 17, 1894.
John M. Harding,	Philadelphia,	do.
George Kugler,	Philadelphia,	do.
Lewis Neilson,	Philadelphia,	do.
P. B. Prince,	Philadelphia,	do.
Stephen W. White,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: April 18, 1893.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	R. D. Barclay,	Philadelphia.
Secretary,	Albert Hewson,	Philadelphia.
Treasurer,	Taber Ashton,	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Bedford and Bridgeport Railway.	Mt. Dallas, .	State Line, .	Pennsylvania Railroad Company.	38.70	38.70
Branches,				10.47	10.47
Total mileage,				49.17	49.17

Operated by the Pennsylvania Railroad Company under resolutions of the boards of directors of both companies, adopted April 29 and May 27, 1891. Rental, net earnings.

This arrangement is terminable at the option of either party on thirty days' notice.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$2,806,320 21	Capital stock,	\$600,000 00
Cash and current assets,	45,607 59	Funded debt,	1,700,000 00
		Current liabilities,	1,131 34
		Profit and loss,	50,796 46
Total,	\$2,351,927 80	Total,	\$2,351,927 80

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges :		
Number iron,	10	10
Number wooden,	9	9
Trestles :		
Number,	14	14
Aggregate length (feet),	1,151	1,151
Telegraph :		
Miles of line owned by this company,	38.70	38.70
Miles of wire owned by this company,	77.40	77.40
Miles of line operated by Pennsylvania Railroad Company, lessee,	38.70	38.70
Miles of wire operated by Pennsylvania Railroad Company, lessee,	77.40	77.40
Gauge of track,	4 ft.	9 in.

BELLEFONTE CENTRAL RAILROAD COMPANY.

Date of organization: January 12, 1892.

By what authority incorporated: Act of April 8, 1861. Supplements of May 25, 1878 and May 31, 1887.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Henry Wbelen,	309 Walnut street, Philadelphia,	May 2, 1894.
Byerly Hart,	228 South Third street, Philadelphia,	do.
Francis F. Milne,	309 Walnut street, Philadelphia,	do.
R. Dale Benson,	510 Walnut street, Philadelphia,	do.
John Hopkins,	209 South Third street, Philadelphia,	do.
Theodore M. Etting,	Drexel building, Philadelphia,	do.

Date of last meeting of stockholders for election of directors: May 1, 1893.

Postoffice address of general office: 209 South Third street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Robert Frazer,	209 S. Third street, Philadelphia.
Secretary,	George H. Wolbert,	209 S. Third street, Philadelphia.
Treasurer,	John S. Gerhard,	251 S. Fourth street, Philadelphia.
Gen'l Solicitor, Att'y, or Counsel.		

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Penn. sylvania.
	From—	To—		
Bellefonte Central Railroad, . . . }	Bellefonte,	State College,	19	19
	Mattern Junction, . .	Red Bank,	5.50	5.50
	Sidings,		3.25	3.25
Total mileage operated, . . .			27.75	27.75

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$558,972 67	Capital stock,	\$500,000 00
Cost of equipment,		Current liabilities,	57,016 18
		Profit and loss,	1,956 49
Total,	\$558,972 67	Total,	\$558,972 67

CONTRACTS, AGREEMENTS, ETC.

With Adams Express Company for five years, from April 4, 1892. Express Company pays us 40 per cent. of gross receipts.

United States Government pays for mail service, \$46.17 per mile per annum.

CHARACTERISTICS OF ROAD.

Telegraph:

Miles of line owned by this company, 19

Miles of wire owned by this company, 19

Gauge of track, 4 ft. 9 in.

BERLIN RAILROAD COMPANY.

Date of organization: July 7, 1879.

By what authority incorporated: Buffalo Valley Railroad Company. Acts of February 19, 1849, April 1, 1868 and March 14, 1871. State of Pennsylvania.

Reorganized as Berlin Railroad Company, July 7, 1879.

Operated by The Baltimore and Ohio Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Koontz,	Somerset, Pa.,	First Monday in May, 1894.
S. Philson,	Berlin, Pa.,	do. do.
S. A. Philson,	Berlin, Pa.,	do. do.
A. M. Ross,	Confluence, Pa.,	do. do.
J. Reed Torrance,	Pittsburg, Pa.,	do. do.
S. C. Hartley,	Meyersdale,	do. do.

Date of last meeting of stockholders for election of directors: May 1, 1893.

Postoffice address of general office: Pittsburg, Pa.

Postoffice address of operating company: Pittsburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. B. Washington,	Pittsburg, Pa.
Secretary,	A. W. Black,	Pittsburg, Pa.
Treasurer,	W. H. Ijams,	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Berlin Railroad Company, .	Garrett, Pa.,	Berlin, Pa.,	Baltimore and Ohio Railroad Company.	8	8

Operated by the Baltimore and Ohio Railroad Company, by reason of ownership of a majority of its stock by the Pittsburg and Connellsville Railroad Company, which company is leased to the Baltimore and Ohio Railroad Company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$50,425 09	Capital stock,	\$50,000 00
Profit and loss,	73,465 76	Current liabilities,	73,890 85
Total,	\$123,890 85	Total,	\$123,890 85

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Trestles:		
Number,	9	9
Aggregate length,	1,180	1,180
Gauge of track,	4 ft. 8 3-4 in.	

BERLIN BRANCH RAILROAD COMPANY.

Date of organization: March 26, 1876.
By what authority incorporated: The Free Railroad Act of 1863 and its supplements.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. W. Eichelberger,	Hanover, Pa.,	January 8, 1893.
Jacob Resser,	East Berlin, Pa.,	do.
Daniel Eberly,	Abbottstown, Pa.,	do.
Joseph Wolf,	Abbottstown, Pa.,	do.
Henry A. Young,	Hanover, Pa.,	do.
Stephen Keefer,	Hanover, Pa.,	do.
R. N. Meisenhelder,	Hanover, Pa.,	do.
Wm. S. Hildebrand,	East Berlin, Pa.,	do.
Wm. G. Leas,	East Berlin, Pa.,	do.
Michael Rebert,	East Berlin, Pa.,	do.

Date of meeting of stockholders for election of directors: January 11, 1892.
Postoffice address of general office: Hanover, Pa.
Postoffice address of operating company: Western Maryland Railroad Company, Baltimore, Maryland.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	A. W. Eichelberger,	Hanover, Pa.,
Secretary,	Michael Rebert,	East Berlin, Pa.
Treasurer,	Jacob Resser,	East Berlin, Pa.
General Solicitor, Attorney or Counsel, .	David Wills,	Gettysburg, Pa.
General Manager,	Joseph Leib (of the W. M. R. R. Co.), .	Hanover, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Berlin Branch Railroad Company, .	Berlin Junction, . . .	East Berlin, Pa., . .	7	7

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$77,326 19	Capital stock,	\$43,195 19
Cash and current assets,	990 45	Funded debt,	42,900 00
Profit and loss,	31,601 39	Current liabilities,	23,822 84
Total,	\$109,918 03	Total,	\$109,918 03

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company, usual rates.

Mails—\$77.59 per quarter.

The contract between the Berlin Branch Railroad Company and the Western Maryland Railroad Company, is as follows:

Forty cents per running mile charged for one train per day, during July and August, 1892. Thirty-five cents per running mile charged for two trips per day, from September, 1892, to January, 1893, and then thirty cents per mile from January to May, 1893. During month of June only one train was run per day, and forty cents per mile charged.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENN- SYLVANIA.
Bridges:		
Number wooden, overhead (small),	2	2
Gauge of track,	4 ft. 8 in.	

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Station at East Berlin, owned by A. B. Kauffman, no rent paid during 1892, included in salary.

Station at Abbottstown, no rent, included in salary.

BLOOMSBURG AND SULLIVAN RAILROAD COMPANY.

Date of organization: December 21, 1883 (date of articles of association).

By what authority incorporated: Charter December 27, 1888.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
C. R. Buckalew.	Bloomsburg, Pa.,	Second Tuesday, January, 1894.
Morton McMichael,	First National Bank, Philadelphia,	do. do.
E. W. Clark, Jr.,	E. W. Clark & Co., Philadelphia,	do. do.
J. H. Kershow,	Philadelphia, Pa.,	do. do.
Chas. Evans,	Atlantic City, N. J.,	do. do.
Sam'l Wigfall,	Bloomsburg, Pa.,	do. do.
L. E. Waller,	Bloomsburg, Pa.,	do. do.
J. K. Gratz,	Bloomsburg, Pa.,	do. do.
H. J. Conner,	Orangeville, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: January 10, 1893.

Postoffice address of general office: Bloomsburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	C. R. Buckalew,	Bloomsburg, Pa.
Vice President,	Sam'l Wigfall,	Bloomsburg, Pa.
Secretary,	H. J. Conner,	Orangeville, Pa.
Treasurer,	Sam'l Wigfall,	Bloomsburg, Pa.
General Manager,	F. M. Leader,	Bloomsburg, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Bloomsburg and Sullivan Railroad,	Bloomsburg,	Jamison City,	30	30

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of equipment,	\$1,197,650 00	Capital stock,	\$597,650 00
		Funded debt,	600,000 00
Total,	\$1,197,650 00	Total,	\$1,197,650 00

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENN- SYLVANIA.
Telegraphs:		
Miles of line owned by this company,	30	30
Miles of wire operated by this company,	30	30
Gauge of track,	4 ft. 8 1-2 in.	

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Bloomsburg, Delaware, Lackawanna and Western Railroad and Philadelphia and Reading Railroad.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Freight Traffic Association of the Middle States. North-eastern Pennsylvania Car Service Association.

BRADFORD RAILWAY COMPANY.

Date of organization: January 7, 1881.

By what authority incorporated: Under the Act of General Assembly of Pennsylvania, approved April 4, 1868, P. L. 62, entitled an Act to "Authorize the formation and regulation of railroad corporations," and the various supplements thereto.

Operated by Western New York and Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
S. G. DeCoursey.	104 South Fifth street, Philadelphia, Pa.,	January 8, 1894.
N. Thouron.	433 Chestnut street, Philadelphia, Pa.,	do.
G. E. Bartol.	139 South Front street, Philadelphia, Pa.,	do.
J. K. Barclay.	407 Locust street, Philadelphia, Pa.,	do.
J. Rundle Smith.	109 South Third street, Philadelphia, Pa.,	do.
W. C. Bullitt.	Bullitt Building, Philadelphia, Pa.,	do.
E. W. Clark, Jr.,	Bullitt Building, Philadelphia, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 9, 1893.

Postoffice address of general office: 84 Exchange street, Buffalo, N. Y.

Postoffice address of operating company: Western New York and Pennsylvania Railroad Company.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	S. G. DeCoursey.	Philadelphia, Pa.
Vice President.	N. Thouron.	Philadelphia, Pa.
Secretary.	J. R. Trimble.	Philadelphia, Pa.
Treasurer.	F. S. Buell.	Buffalo, N. Y.
Auditor.	John F. Reynolds.	Buffalo, N. Y.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Bradford Railway, . . .	Bradford,	Kinzua Junction.	Western New York and Pennsylvania Railroad Company.	14.75	14.75

Lease dated, executed and acknowledged December 8, 1881, to the Buffalo, New York and Philadelphia Railroad Company, of all, and singular the railway of the Bradford Railway Company of Pennsylvania. Recorded in McKean county, Pennsylvania, February 16, 1882, in Mortgage Book, Vol. "M," page 270; also July 21, 1882, in Deed Book, Vol. 16, page 112, nine hundred and ninety-nine years from December 8, 1881.

This road is leased to the Western New York and Pennsylvania Railroad Company, and its operations are included in the report of that company, to which you are respectfully referred.

CHARACTERISTICS OF ROAD.

Gauge of track, 3 feet.

BRADFORD, BARDELL AND KINZUA RAILWAY COMPANY.

Date of organization: April 1, 1892.

By what authority incorporated: Under the General Law of the State of Pennsylvania

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. B. McGeorge,	New York,	January, 1894.
H. K. Pomroy,	New York,	do.
J. R. Corving,	New York,	do.
Chas. Dana,	New York,	do.
D. H. Jack,	Bradford, Pa.,	do.
Geo. L. Roberts,	Bradford, Pa.,	do.
Jno. J. Carter,	Titusville, Pa.,	do.

Postoffice address of general office: Bradford, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Geo. L. Roberts,	Bradford, Pa.
Vice President,	H. K. Pomroy,	New York,
Secretary,	J. B. McGeorge,	New York.
Treasurer,	W. R. Dieffenback,	Bradford, Pa.
General Solicitor, Attorney, or Counsel,	Geo. L. Roberts,	Bradford, Pa.
Auditor,	W. R. Dieffenback,	Bradford, Pa.
General Manager,	Jno. C. McKenna,	Bradford, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Bradford, Bardell and Kinzua railway,	Bradford,	Smethport,	25.23	25.23

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$1,450 35	Profit and loss,	\$18,543 25
Cash and current assets,	927 24		
Other assets:			
Sundries,	16,165 66		
Total,	\$18,543 25	Total,	\$18,543 25

CONTRACTS, AGREEMENTS, ETC.

Wells, Fargo and Company Express, paying one and one-half times first-class freight rates on local and first-class freight rates on through freight.

United States Postoffice Department pays \$48.50 per mile per year for mail transportation.

Western Union Telegraph Company own and maintain the lines.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	1	1
Trestles:		
Number,	11	11
Aggregate length (feet),	1.481	
Telegraph:		
Miles of line operated by this company,	25.23	25.23
Miles of wire operated by this company,	25.23	25.23
Gauge of track,		3 feet.

QUESTIONS FOR GENERAL INFORMATION.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Freight Traffic Association. Western New York Car Service Association.

BRADFORD AND WESTERN PENNSYLVANIA RAILROAD COMPANY.

Date of organization: July 27, 1891.

By what authority incorporated: Under a supplement to an Act entitled "An Act to authorize the formation and regulation of railroad corporations," approved April 4, 1868, and the several supplements thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
C. S. Whitney,	Belmont, N. Y.,	January 11, 1894.
F. L. Richardson,	Bradford, Pa.,	do.
E. Breen,	Lewis Run, Pa.,	do.
H. P. Whitney,	Bradford, Pa.,	do.
T. P. Thompson,	Bradford, Pa.,	do.
J. A. McKellar,	Bradford, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 9, 1893.

Postoffice address of general office: Bradford, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	C. S. Whitney,	Belmont, N. Y.
Vice President,	F. L. Richardson,	Bradford, Pa.
Secretary,	J. A. McKellar,	Bradford, Pa.
Treasurer,	F. L. Richardson,	Bradford, Pa.
Auditor,	J. A. McKellar,	Bradford, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Main Line, owned by Bradford & Western Pennsylvania Railroad Company.	Lewis Run, Pa.	Completed to Taylor's, Pa.; chartered to Marsh-burgh, Pa.	4.15	4.15

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$27,832 74	Capital stock,	\$31,000 00
Cost of equipment,	7,335 86	Current liabilities,	\$5,796 90
Cash and current assets,	445 00		
Profit and loss,	583 30		
Total,	\$36,796 90	Total,	\$36,796 90

CHARACTERISTICS OF ROAD.

Bridges:
Number combination, 9
Gauge of track: Narrow gauge.

BROCKPORT AND SHAWMUT RAILROAD COMPANY.

Date of organization: Certificate filed July 31, 1886.
By what authority incorporated: General Railroad Act of Pennsylvania of April 4, 1868.
Operated by New York, Lake Erie and Western Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
James K. P. Hall,	St. Mary's, Pa.,	Second Monday in June, 1894.
C. H. McCauley,	Ridgway, Pa.,	do. do.
D. H. Jack,	Bradford, Pa.,	do. do.
A. R. Macdonough,	New York, N. Y.,	do. do.

Date of last meeting of stockholders for election of directors: Second Monday in June, 1893.
Postoffice address of general office: 21 Cortlandt street, New York city.
Postoffice address of operating company: 21 Cortlandt street, New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	James K. P. Hall,	St. Mary's Pa.
Secretary,	A. R. Macdonough,	21 Cortlandt street, New York.
Treasurer,	Edward White,	21 Cortlandt street, New York.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

The capital stock of this company is owned by the New York, Lake Erie and Western Railroad Company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$21,195 26	Capital stock,	\$22,500 00
Open accounts,	1,304 74	Total,	\$22,500 00
Total,	\$22,500 00		

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYL- VANIA.
Trestles:		
Number,	3	3
Aggregate length (feet),	144	144

Gauge of track, 4 ft. 8 1-2 in.

BROWNSTONE AND MIDDLETOWN RAILROAD COMPANY.

Date of organization: February 8, 1892.

By what authority incorporated: Act of 1868.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRA- TION OF TERM.
Allen K. Walton,	Hummelstown, Pa.,	January 22, 1894.
Robert T. Walton,	Hummelstown, Pa.,	do.
E. A. Penny,	Hummelstown, Pa.,	do.
H. O. Desbong,	Philadelphia, Pa.,	do.
Morris Ebert,	Philadelphia, Pa.,	do.
Jno. T. Nissley,	Hummelstown, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 23, 1893.

Postoffice address of general office: Waltonville, Pa.

Postoffice address of operating company: Waltonville, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Allen Walton,	Waltonville, Pa.
Secretary,	E. A. Penny,	Waltonville, Pa.
Treasurer,	Allen K. Walton,	Waltonville, Pa.
Chief Engineer,	Geo. W. Hays,	Lebanon, Pa.
General Solicitor, Attorney or Counsel,	Weiss & Gilbert,	Harrisburg, Pa.
Auditor,	Chas. M. Hartrich,	Waltonville, Pa.
General Manager,	Allen K. Walton,	Waltonville, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road in Penn- sylvania.
	From—	To—	
Brownstone and Middletown Railroad Com- pany.	Brownstone, Pa., . . .	Waltonville, Pa.	2½

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$20,000 00	Capital stock,	\$25,000 00
Cost of equipment,	7,550 00	Current liabilities,	3,608 85
Cash and current expenses,	2,773 12	Profit and loss,	1,714 27
Total,	\$30,323 12	Total,	\$30,323 12

CONTRACTS, AGREEMENTS, ETC.

A traffic contract for freight handed to and received from the Philadelphia and Reading Railroad Company.

CHARACTERISTICS OF ROAD.

Gauge of track, 4 ft. 8 1-2 in.

BUFFALO, BRADFORD AND PITTSBURG RAILROAD COMPANY.

Date of organization: March 4, 1859.
 By what authority incorporated: Buffalo and Bradford incorporated by special act of Pennsylvania, March 14, 1856.
 Buffalo and Pittsburg incorporated under General Railroad Act of New York, of 1850.
 If a consolidated company, name the constituent companies: Buffalo and Bradford Railroad Company, organized in Pennsylvania, March 14, 1856.
 Buffalo and Pittsburg Railroad Company, organized in New York, October 15, 1882.
 Certificate of consolidation filed in Pennsylvania February 26, 1859, and in New York, March 4, 1859.
 Operated by the New York, Lake Erie and Western Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. Lowber Welsh,	Philadelphia, Pa.,	Second Monday in June, 1894,
W. A. May,	Scranton, Pa.,	do. do.
David H. Jack,	Bradford, Pa.,	do. do.
Abram R. Johnson,	Bradford, Pa.,	do. do.
John King,	New York city,	do. do.
E. B. Thomas,	New York city,	do. do.
A. R. Macdonough,	New York city,	do. do.

Date of last meeting of stockholders for election of directors: Second Monday in June, 1893.
 Postoffice address of general office: 21 Cortlandt street, New York city.
 Postoffice address of operating company: 21 Cortlandt street, New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. Lowber Welsh,	Philadelphia, Pa.
Secretary,	A. R. Macdonough,	21 Cortlandt street, New York city,
Treasurer,	Edward White,	do. do.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$3,114,316 25	Capital stock,	\$2 286,400 00
		Funded debt,	580,000 00
		Advances:	
		Erie Railway Com-	
		pany,	\$103,564 40
		New York, Lake	
		Erie and Western	
		Railroad Com-	
		pany,	144,351 88
			247,916 28
Total,	\$3,114,316 18	Total,	\$3,114,316 28

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYL- VANIA.
Bridges:		
Number iron,	1	5
Number wooden,	5	5
Trestles:		
Number,	24	11
Aggregate length (feet),	2,258	471
Telegraph:		
Miles of line owned by this company,	26.17	18.17
Miles of wire owned by this company,	48.61	32.61
Miles of line operated by this company,	26.17	18.17
Miles of wire operated by this company,	48.61	32.61

Gauge of track, 4 ft. 8 1-2 in.

BUFFALO, ROCHESTER AND PITTSBURG RAILWAY COMPANY.

Date of organization: March 11, 1887.

By what authority incorporated: State of New York, laws of 1869, Chapter 917, as amended by the laws of 1881, Chapter 685.

Commonwealth of Pennsylvania, statute approved March 24, 1865.

If a consolidated company, name the constituent companies: The Buffalo, Rochester and Pittsburg Railway Company, was formed March 11, 1887, by the consolidation of the following companies:

The Buffalo, Rochester and Pittsburg Railroad Company, organized under the laws of the State of New York, on October 24, 1885, and the Pittsburg and State Line Railway Company, organized on the same date, under the statute of the Commonwealth of Pennsylvania. Articles of merger were entered into with the former on December 14, 1885, and with the latter on March 9, 1887.

The consolidation became effective on March 11, 1887.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRA- TION OF TERM.
Frederick A. Bell,	Buffalo, N. Y.,	November 20, 1893.
Frederick A. Brown,	20 Nassau St., New York, N. Y.,	do.
Walston H. Brown,	20 Nassau St., New York, N. Y.,	do.
Edward N. Gibbs,	New York, N. Y.,	do.
R. M. Gummere,	South Bethlehem, Pa.,	do.
Adrian Iselin, Jr.,	36 Wall St., New York, N. Y.,	do.
C. O. D. Iselin,	36 Wall St., New York, N. Y.,	do.
George H. Lewis,	Buffalo, New York,	do.
Wheeler H. Peckham,	80 Broadway, New York, N. Y.,	do.
W. Emlen Roosevelt,	33 Wall St., New York, N. Y.,	do.
J. Kennedy Tod,	45 Wall St., New York, N. Y.,	do.
Warren A. Wilbur,	South Bethlehem, Pa.,	do.
Arthur G. Yates,	Rochester, N. Y.,	do.

Date of last meeting of stockholders for election of directors: November 21, 1892.

Postoffice address of general office: 36 Wall street, New York, N. Y., and Rochester, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Arthur G. Yates,	Rochester, N. Y.
Vice President,	Adrian Iselin, Jr.,	36 Wall St., New York, N. Y.
Assistant to the President,	George E. Merchant,	Rochester, N. Y.
Secretary and Ass't Treasurer,	John H. Hocart,	36 Wall St., New York, N. Y.
Treasurer and Auditor,	John F. Dinkey,	Rochester, N. Y.
Chief Engineer,	William E. Hoyt,	Rochester, N. Y.
General Solicitor, Attorney or Counsel:		
New York State,	Henry G. Danforth,	Rochester.
Pennsylvania,	Charles H. McCauley,	Ridgway, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Buffalo, Rochester and Pittsburg Railway Company.	Rochester, N. Y., . .	Howard Jct., Pa., .	129.50	8.57
	Clarion Junction, Pa.,	Walston, Pa., . . .	65.90	65.90
	Buffalo Creek, N. Y.,	Ashford, N. Y., . .	45.25	
Beechtree Mine Line,	Beechtree Jct., Pa.,	Beechtree, Pa., . .	4.04	4.04
Eleanora Mine Line,	Big Run Jct., Pa., .	Eleanora, Pa., . . .	4.94	4.94
Adrian Mine Line,	Elk Run Jct., Pa., .	Adrian, Pa.,	2.58	2.58
Lincoln Park and Charlotte Railroad,	Lincoln Park, N. Y.,	Charlotte, N. Y., . .	10.89	
Perry Railroad,	Silver Lake, Jct., N. Y.,	Silver Springs, N. Y.,	1.03	
Buffalo Creek Railroad,	Buffalo Creek, N. Y.,	Buffalo, N. Y., . . .	4.00	
New York, Lake Erie and Western Railroad Company,	Howard Jct., Pa., .	Clarion Jct., Pa., .	36.23	36.23
Total mileage operated,			304.36	122.26

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$17,690,692 22	Capital stock,	\$12,000,000 00
Cost of equipment,	3,933,192 62	Funded debt,	10,725,500 00
Stocks of other companies owned,	1,003,670 50	Current liabilities,	820,974 99
Cash and current assets,	1,147,642 63	Accrued interest on funded debt not yet payable,	124,488 98
		Profit and loss,	104,234 00
Total,	\$23,775,197 97	Total,	\$23,775,197 97

IMPORTANT CHANGES DURING THE YEAR.

The East Buffalo Terminal Railway, a proprietary road, was closed out in December, 1892, by the sale of its real estate. Length of line, 10-100 mile.

\$169,000.00 car trusts matured and were paid.

\$3,000.00 was paid on real estate mortgages.

\$3,000.00 income bonds were purchased and placed in hands of trustee for cancellation.

\$470,000.00 car trusts, series No. 10, were issued.

\$250,000.00 general mortgage bonds, Buffalo, Rochester and Pittsburg Railroad Company, bearing 5 per cent. interest, were sold to apply on current construction account.

\$750,000.00 general mortgage bonds were issued in payment of Johnsonburg and Bradford Railroad, now under construction.

\$34,000.00 real estate mortgages were issued in purchase of property.

\$1,000.00 consol mortgage bonds held by trustee to redeem income bonds, was sold.

CONTRACTS. AGREEMENTS, ETC.

The American Express Company runs over all lines operated by us, paying one and one-half first-class rates, excepting agreed special rates, and guarantees a fixed minimum for the year.

The United States Government pays a specified rate per mile per annum, based on the average weight of mails carried, to wit: Route No. 6102, 109.19 miles, \$82.08 per mile per annum; No. 6127, 121.96 miles, \$62.42 per mile per annum; No. 6130, 49.25 miles, \$64.98 per mile per annum; No. 6097, 1.12 miles, \$51.30 per annum; No. 8178, 3.03 miles, \$42.75 per mile per annum.

Allegheny Valley Railroad—Passenger and freight traffic pro-rated when over forty miles on actual mileage; when below forty miles, on agreed arbitraries.

New York, Lake Erie and Western Railroad—For use of 36.23 miles of track, by paying interest on one-half cost of said track, and proportion of expense of maintenance and operating, on a wheelage basis.

New York Central and Hudson River Railroad—For use of passenger terminal, Buffalo, New York, at an agreed rate per coach, proportion of selling tickets, and rent of storage sidings.

Reynoldsville and Falls Creek Railroad, Bell, Lewis and Yates Coal Mining Company—Passenger and freight traffic pro-rated on actual mileage after allowing short line, sixteen miles minimum. Mining Company agrees to ship 500,000 tons coal per annum.

Rochester and Pittsburg Coal and Iron Company—Agrees to ship all of its tonnage over the road.

Mahoning Valley Railroad Company—For use of our tracks to Falls Creek, 8.07 miles, at a fixed rental per annum. Passenger and freight traffic pro-rated on actual mileage after allowing short line, sixteen miles minimum.

The Western Union Telegraph Company pays us one-fourth of total cash receipts, less cable tolls and amounts paid to connecting lines, of the offices maintained by the railway company. The Telegraph Company furnishes all supplies, and the Railway Company the necessary labor.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENN- SYLVANIA.
Bridges:		
Number iron,	64	32
Number wooden,	1	1
Trestles:		
Number,	122	20
Aggregate length (feet),	28,245	5,682
Telegraph:		
Miles of line owned by this company,	253.10	75.72
Miles of wire owned by this company,	56.23	36.23
Miles of line operated by this company,	253.10	75.72
Miles of wire operated by this company,	644.20	234.32
Miles of line operated by Western Union Telegraph Company,	253.10	75.72
Miles of wire operated by Western Union Telegraph Company,	644.20	234.32

Gauge of track, 4 ft. 8 1-2 in.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Passenger Depot, Buffalo, N. Y., owned by the New York Central and Hudson River Railroad; Belt Road, Buffalo, N. Y., owned by the Buffalo Creek Railroad; Passenger Depot, Salamanca, N. Y., owned by New York, Lake Erie and Western Railroad; Station, Carmon Interchange, Pa., owned by Pennsylvania Railroad; Station, Falls Creek, Pa., owned by Allegheny Valley Railroad.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Association of General Passenger Agents; United States; Middle States Traffic Association; Buffalo Freight Committee.

BUSTLETON RAILROAD COMPANY.

Date of organization: December 27, 1899; certificate of organization filed January 7, 1891.

By what authority incorporated: General Law of April 8, 1861.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRA- TION OF TERM.
W. H. Barnes,	Philadelphia,	May 7, 1894.
John P. Green,	Philadelphia,	do.
H. H. Huston,	Philadelphia,	do.
William A. Patton,	Philadelphia,	do.
N. Parker Shortridge,	Wynnewood, Pa.,	do.
Henry D. Welsh,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: May 1, 1893.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel Rea,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Bustleton Railroad, . .	Holmesburg Junction.	Bustleton, .	Pennsylvania Railroad Co.,	4.16	4.16

Operated by Pennsylvania Railroad Company, under resolutions of boards of directors of both companies. Rental, net earnings.

This arrangement from January 1, 1891, is terminable at the option of either party on thirty days notice.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$100,000 00	Capital stock,	\$100,000 00
Profit and loss,	18,900 16	Current liabilities,	18,900 16
Total,	\$118,900 16	Total,	\$118,900 16

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	2	2
Number wooden,	2	2
Trestles:		
Number,	3	3
Aggregate length (feet),	1,286	1,286
Telegraph:		
Miles of line owned by this company,	4.16	4.16
Miles of wire owned by this company,	8.32	8.32
Miles of line operated by Pennsylvania Railroad Company, lessee, . .	4.16	4.16
Miles of wire operated by Pennsylvania Railroad Company, lessee, .	8.32	8.32

Gauge of track, 4 ft. 9 in.

CAMBRIA AND CLEARFIELD RAILROAD COMPANY.

Date of organization: January 13, 1887.

By what authority incorporated: General Law of April 4, 1868.

If a consolidated company, name the constituent companies: The Cresson Railroad Company, consolidated with the Cambria and Clearfield Railroad Company under agreement filed August 6, 1891.

The Crescent Railroad Company was organized July 10, 1891.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Barnes,	Philadelphia,	April 17, 1894.
John P. Green,	Philadelphia,	do.
William A. Patton,	Philadelphia,	do.
N. Parker Shortridge,	Wynnewood, Pa.,	do.
Henry D. Welsh,	Philadelphia,	do.
George Wood,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: April 13, 1893.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel Rea,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Cambria and Clearfield Railroad,	Cresson Junction,	Glen Campbell Junction,	Pennsylvania Railroad Company,	48.35	48.35
	Branches,			49.18	49.18
Total mileage,				97.53	97.53

Operated by the Pennsylvania Railroad Company, under resolutions of the boards of directors of both companies. Rental, net earnings. This arrangement went into effect September 24, 1888, and is terminable at the option of either party on thirty days' notice.

GENERAL BALANCE SHEET.

Cost of road,	\$2,527,994 34	Capital stock,	\$1,175,650 00
Cash and current assets,	53,330 67	Funded debt,	1,174,000 00
		Current liabilities,	207,934 15
		Profit and loss,	23,740 86
Total,	\$2,581,325 01	Total,	\$2,581,325 01

IMPORTANT CHANGES DURING THE YEAR.

36.75 miles of new line completed. \$513 shares new stock issued, \$423,600.00. \$566,000.00 bonds issued.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYL- VANIA.
Bridges:		
Number stone,	2	2
Number iron,	23	23
Number wooden,	20	20
Trestles:		
Number,	13	13
Aggregate length (feet),	1,465	1,465
Tunnels:		
Number,	1	1
Maximum length (feet),	951	951
Minimum length (feet),	951	951
Aggregate length of all tunnels (feet),	951	951
Telegraph:		
Miles of line owned by this company,	78.61	78.61
Miles of wire owned by this company,	107.79	107.79
Miles of line operated by Pennsylvania Railroad Company, lessee, . .	78.61	78.61
Miles of wire operated by Pennsylvania Railroad Company, lessee, . .	107.79	107.79
Gauge of track,	4 ft.	9 in.

CATASAUQUA AND FOGELSVILLE RAILROAD COMPANY.

Date of organization: April 5, 1893.
By what authority incorporated: Commonwealth of Pennsylvania.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM,
A. H. O'Brien,	Philadelphia, Pa.,	First Tuesday in November, 1893.
Chas. Stewart,	Philadelphia, Pa.,	do. do.
D. Jones,	Philadelphia, Pa.,	do. do.
John Thomas,	Catasauqua, Pa.,	do. do.
B. F. Fackenthal,	Easton, Pa.,	do. do.
John Walker,	Philadelphia, Pa.,	do. do.
Geo. F. Barres,	Philadelphia, Pa.,	do. do.
Samuel Thomas,	Catasauqua, Pa.,	do. do.
W. S. Pilling,	Philadelphia, Pa.,	do. do.
John W. Fuller,	Catasauqua, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: November 7, 1892.
Postoffice address of general office: 227 South Fourth street, Philadelphia.
Postoffice address of operating company: 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Jos. S. Harris,	Philadelphia, Pa.
Secretary,	W. R. Taylor,	Philadelphia, Pa.
Treasurer,	W. A. Church,	Philadelphia, Pa.
Comptroller,	D. Jones,	Philadelphia, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Catasauqua and Foglesville Railroad Company.	Catasauqua, Pa., . .	Rittenhouse Gap, Pa.,	27.30	27.30

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$576,919 99	Capital stock,	\$426,90 00
Cost of equipment,	135,150 00	Funded debt,	135,00 00
Bonds of other companies owned,	22,000 00	Current liabilities,	60,058 80
Cash and current assets,	81,054 27	Profit and loss,	193,165 46
Total,	\$815,124 26	Total,	\$815,124 26

CHARACTERISTICS OF ROAD.

Bridges:		
Number stone,		8
Number iron,		6
Number wooden,		3
Number combination,		1
Telegraph:		
Miles of line operated by the Philadelphia, Reading and Pottsville Telegraph Company,		15
Miles of wire operated by Philadelphia, Reading and Pottsville Telegraph Company,		15
Gauge of track,		4 ft. 8 1-2 in.

CATAWISSA RAILROAD COMPANY.

Date of organization: March 21, 1860.

By what authority incorporated: Incorporated as Little Schuylkill and Susquehanna Railroad Company, by Act of Assembly, March 30, 1831; name changed to Catawissa, Williamsport and Erie Railroad Company, by Act of Assembly, March 20, 1849; reorganized by foreclosure of first mortgage by Act of Assembly, March 21, 1860, as Catawissa Railroad Company.

Operated by Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
George C. Carson,	Philadelphia,	May, 1894.
Edward S. Buckley,	do.	do.
R. Dale Benson,	do.	do.
John S. Graham,	do.	do.
Francis K. Shipper,	do.	do.
James A. Freeman,	do.	do.

Date of last meeting of stockholders for election of directors: May 1, 1893.

Postoffice address of general office: Philadelphia, Pa.

Postoffice address of operating company: Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	M. P. Hutchinson,	Philadelphia, Pa.
Secretary,	R. M. Elliott,	do.
Treasurer,	M. P. Hutchinson,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Cattawissa Railroad,	Tamanend, .	Williamsport,	Philadelphia and Reading Railroad Company.	145.02	145.02

This road was leased to the Philadelphia and Reading Railroad Company, November 1, 1872, for 999 years, at thirty per cent. of the gross receipts, the minimum sum to be not less than \$226,000.00, and maintenance of organization.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt?
Assumed by lessees.

CENTRAL PENNSYLVANIA AND WESTERN RAILROAD COMPANY.

Date of organization: March 1, 1893.

By what authority incorporated: State of Pennsylvania; various acts of Commonwealth, authorizing merger and consolidation.

If a consolidated company, name the constituent companies: Turbotville and Williamsport Railroad Company, Act April 4, 1868 and supplements. Chartered November 18, 1892.

Wilkes-Barre and Western Railway Company, Act April 7, 1868. Chartered June 21, 1886.

Orangeville and Lehigh Railroad Company, Act April 4, 1868. Chartered December 2, 1892.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Eugene R. Payne,	Williamsport, Pa.,	January 9, 1894.
Daniel H. Hastings,	Bellefonte, Pa.,	do. do.
N. N. Betts,	Towanda, Pa.,	do. do.
Morris Liveright,	Philadelphia, Pa.,	do. do.
Wilberforce Sully,	New York, N. Y.,	do. do.
Gardiner Van Nostrand,	Newburgh, N. Y.,	do. do.

Date of last meeting of stockholders for election of directors: February 21, 1893.
Postoffice address of general office: 29 Broadway, New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	Rudolph T. McCabe,	New York, N. Y.
Vice President.	Eugene R. Payne,	Williamsport, Pa.
Secretary.	Wm. R. Heath,	New York, N. Y.
Treasurer,	Homer S. Ransdell,	Newburgh, N. Y.
General Solicitor, Att'y or Counsel,	Strong, Harmon & Matheuson,	William street, New York City.

PROPERTY OPERATED.

NAME	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Central Pennsylvania and Western Railroad Company.	Watson town,	Orangeville,	31	31

CONTRACTS, AGREEMENTS, ETC.

Agreement with the Adams Express Company for hauling Express Company matter, as follows:

For all through business, Express Company pay to the Central Pennsylvania and Western Railroad Company, fifteen cents per hundred pounds. For all local business, twenty-five cents per hundred pounds.

Arrangement with the United States Government for the carrying of United States mails for the year ending June 30, 1893.

Our line is divided into two routes for which we were paid as follows:

Between Watson town and Turbotville, route No. 8166, 6.19 miles, \$42.75 per mile per annum.

Between Turbotville and Rohrsburg, route No. 110,193, 24.4 miles, \$21.37 per mile per annum. Amounting to \$782.19.

Our new arrangement goes into effect July 1, 1893, and will be as follows:

Route No. 110,166, Turbotville to Watson town, 6.48 miles, rate \$42.75.

Route No. 110,193, Turbotville to Rohrsburg, 23.73 miles, rate \$39.21.

Total, \$1,291.47 per annum.

CHARACTERISTICS OF ROAD.

Bridges:	
Number combination,	62
Trestles:	
Number,	1
Aggregate length,	300 feet.
Tunnels:	
Number,	1
Maximum length,	145 feet.
Telegraph:	
Miles of line owned by this company,	31 miles.
Miles of wire owned by this company,	31 miles.
Miles of line operated by this company,	31 miles.
Miles of wire operated by this company,	31 miles.
Gauge of track,	4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Freight Traffic Association of the Middle States.

CHAMBERSBURG AND GETTYSBURG RAILROAD COMPANY.

Date of organization: September 29, 1890.

By what authority incorporated: General Law and supplements thereto

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
C. D. Wood,	Brooklyn, N. Y.,	January 1, 1894.
Wm. H. Male,	New York, N. Y.,	do.
W. S. Pilling,	Philadelphia, Pa.,	do.
W. B. Parsons,	New York, N. Y.,	do.
T. I. Crane,	Philadelphia, Pa.,	do.
J. B. White,	Blacks Gap, Pa.,	do.
J. P. Ranney,	Graeffenburg, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 11, 1893.

Postoffice address of general office: Graeffenburg, Pa.

OFFICERS.

TITLE.	NAME.	TITLE.	NAME.
President,	W. S. Pilling.	Treasurer,	J. P. Ranney.
Vice President,	Wm. H. Male.	General Manager,	T. I. Crane.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Chambersburg and Gettysburg Railroad.	Conococheague Junction.	Wolf Hill,	10	10

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$200,000 00	Capital stock,	\$200,000 00
Cost of equipment,	4,240 00	Current liabilities,	8,681 64
Cash and current assets,	753 43		
Profit and loss,	3,688 21		
Total,	\$208,681 64	Total,	\$208,681 64

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company.

United States Mail Service.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden bridges,	15	15
Gauge of track,	4 ft. 8 1-2 in.	

CHARTIERS RAILWAY COMPANY.

Date of organization: January 2, 1867.

By what authority incorporated: Act of April 8, 1861.

Operated by Pittsburg, Cincinnati, Chicago and St. Louis Railway Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Barnes,	Philadelphia,	May 1, 1894.
J. T. Brooks,	Salem, Ohio,	do.
Samuel Rea,	Philadelphia,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.
Henry D. Welsh,	Philadelphia,	do.
George Wood,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: May 2, 1893.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: Pittsburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John P. Green,	Philadelphia.
Secretary,	Albert Hewson,	Philadelphia.
Treasurer,	Taber Ashton,	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
The Charters railway, . . .	Mansfield, Pa.,	Washington, Pa.,	Pittsburgh, Cincinnati, Chicago, and St. Louis Railway Company,	22.76	22.76

Leased to the Pittsburg, Cincinnati and St. Louis Railway Company, dated December 8, 1871, for ninety-nine years, from January 1, 1872. Rental, net earnings.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$1,134,543 26	Capital stock,	\$645,300 00
Bonds of other companies owned, . .	98,133 00	Funded debt,	500,000 00
Stocks of other companies owned, . .	2,251 00	Current liabilities,	5,966 25
Cash and current assets,	117,481 13	Profit and loss,	202,224 54
Other assets:			
Sundries,	1,082 40		
Total,	\$1,353,490 79	Total,	\$1,353,490 79

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYL- VANIA.
Bridges:		
Number stone,	2	2
Number iron,	27	27
Number wooden,	1	1
Tunnels:		
Number,	2	2
Maximum length (feet),	515	515
Minimum length (feet),	286	286
Aggregate length of all tunnels (feet),	801	801
Telegraph:		
Miles of line owned by this company jointly with Western Union Telegraph Company,	22.80	22.80
Miles of wire owned by this company,	22.80	22.80
Miles of line operated by Western Union Telegraph Company,	22.80	22.80
Miles of wire operated by Western Union Telegraph Company,	263.20	263.20
Miles of wire operated by Pittsburg, Cincinnati and St. Louis Rail- way Company,	22.80	22.80
Gauge of track,	4 ft. 9 in.	

CHARTIERS RAILWAY COMPANY—PITTSBURGH, CINCIN-
NATI, CHICAGO AND ST. LOUIS RAILWAY COMPANY,
LESSEE.

For history of lessee company, see report of Pittsburg, Cincinnati, Chicago and St. Louis
Railway Company.
History of lessor company should be reported by Charters Railway Company.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Chartiers railway,	Manstfield, Pa.	Washington, Pa., . .	22.76	22.76
Chartiers Connecting railway in Washington, Pa.	Terminus of Char- tters railway.	Terminus of W. & W. R. R.	.72	.72
Total mileage operated,			23.48	23.48

CONTRACTS, AGREEMENTS, ETC.

Express—The Adams Express Company Pays this company 40 per cent. of its gross receipts from general traffic and 70 per cent. of gross receipts from oyster traffic.

Mails—The compensation for transportation of mails is a fixed annual rate per mile of road, decided by the extent of the service performed, based upon the actual weight of mails carried for thirty consecutive days, during each quadrennial period.

Freight or transportation companies or lines—The Star Union Line transacts business at current rates, the expenses of conducting the same being borne by the roads over which it operates, in the proportion of the earnings therefrom of each to the whole. Customary rates are also paid for the use of Union Line cars.

Other railroad companies—Rental is received for use of tracks.

‘Telegraph companies—The Western Union Telegraph Company pays a fixed rental for telegraph privileges.

Other contracts—The Union News Company pays a fixed rental for privileges granted.

The Travelers’ Insurance Company pays a proportion of its gross receipts for services rendered at sundry stations.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYL- VANIA.
Bridges:		
Number stone,	2	2
Number iron,	27	27
Number wooden,	1	1
Tunnels:		
Number,	2	2
Maximum length (feet),	515	515
Minimum length (feet),	286	286
Aggregate length of all tunnels (feet),	801	801
Telegraph:		
Miles of line operated by this company jointly with Western Union Telegraph Company (Chartiers Railway Company owner),	22.8	22.8
Miles of wire operated by this company jointly with Western Union Telegraph Company (Chartiers Railway Company owner),	22.8	22.8
Miles of wire operated by Western Union Telegraph Company,	263.2	263.2
Gauge of track,	4 ft.	9 in.

QUESTIONS FOR GENERAL INFORMATION.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Star Union Line.

CHERRY GROVE RAILROAD COMPANY.

Date of organization: November 21, A. D. 1884.
By what authority incorporated: Commonwealth of Pennsylvania.
Operated by Tionesta Valley Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRA- TION OF TERM.
George Horton,	Sheffield,	One year.
Isaac Horton,	Sheffield,	do.
Jerry Crary,	Sheffield,	do.
C. W. R. Rodeker,	Sheffield,	do.
J. H. Horton,	Sheffield,	do.
Webb Horton,	Middletown, N. Y.,	do.
H. H. Crary,	Binghamton, N. Y.,	do.
J. F. Schoelkopf,	Buffalo, N. Y.,	do.
James Horton,	Buffalo, N. Y.,	do.

Date of meeting of stockholders for election of directors: January 9, 1893.
Postoffice address of general office: Sheffield, Pa.
Postoffice address of operating company: Sheffield Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Wehb Horton,	Middletown, N. Y.
Secretary,	J. H. Horton,	Sheffield, Pa.
Treasurer,	Charles Sigel,	Sheffield, Pa.
Auditor,	A. H. Bailey,	Sheffield, Pa.
General Manager,	Isaac Horton,	Sheffield, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

The Cherry Grove Railroad was leased to the Tionesta Valley Railroad Company at an annual rental of \$300.00.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$18,000 00	Capital stock,	\$10,000 00
Profit and loss,	2,000 00	Current liabilities,	10,000 00
Total,	\$20,000 00	Total,	\$20,000 00

CHESTER CREEK RAILROAD COMPANY.

Date of organization: Chartered April 16, 1866.
By what authority incorporated: Special Acts, April 16, 1866, April 17, 1867.
Operated by The Philadelphia, Wilmington and Baltimore Railroad Company as agent for Philadelphia and Baltimore Central Railroad Company, lessee.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Ehen F. Barker,	Philadelphia, 208 South Fourth street, .	January 8, 1894.
Richard Peters,	Thurlow, Pa.,	do.
George K. Crozer,	Upland,	do.
Henry D. Welsh,	Chestnut Hill,	do.
George Wood,	Philadelphia, 626 Chestnut street, . . .	do.
Thomas V. Cooper,	Media, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 9, 1893.
Postoffice address of general office: 233 South Fourth street, Philadelphia.
Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Ehen F. Barker,	Philadelphia, 208 S. Fourth street.
Secretary,	William Ward,	Chester, Pa.
Treasurer,	Robert W. Smith,	Philadelphia, 233 S. Fourth street.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Chester Creek Railroad Co.,	Lamokin, . .	Lenni. . . .	Philadelphia, Wilmington and Baltimore Railroad Company as agent for Philadelphia and Baltimore Central Railroad Company, lessee.	6.69	6.69

The Chester Creek Railroad is leased for a term of 999 years to the Philadelphia and Baltimore Central Railroad Company, at an annual rental equal to six per cent. upon \$185,000.00 of the capital stock and \$185,000.00 of the bonds of Chester Creek Railroad Company. Lessee to pay all taxes.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$457,100 00	Capital stock,	\$272,100 00
Cash and current assets,	11,223 00	Funded debt,	185,000 00
		Current liabilities,	11,223 00
Total,	\$468,323 00	Total,	\$468,323 00

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges :		
Number iron,	6	6
Number wooden,	3	3
Trestles :		
Number,	1	1
Aggregate length (feet),	140	140
Telegraph :		
Miles of line operated by Philadelphia, Wilmington and Baltimore Railroad Company,	6.69	6.69
Miles of wire operated by Philadelphia, Wilmington and Baltimore Railroad Company,	6.69	6.69
Gauge of track,	4 ft. 9 in.	

CHESTER AND DELAWARE RIVER RAILROAD COMPANY.

Date of organization: October 9, 1871.
By what authority incorporated: Pennsylvania Act for formation and regulation of railroad corporations, April 4, 1868 and supplements. ;

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. J. Antelo,	Philadelphia, Pa.,	Second Monday in January, 1894.
Geo. deB. Keim,	Philadelphia, Pa.,	do. do.
Jas. Boyd,	Norristown, Pa.,	do. do.
E. P. Wilhur,	Philadelphia, Pa.,	do. do.
Samuel R. Shipley,	Philadelphia, Pa.,	do. do.
Thomas Dolan,	Philadelphia, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: January 9, 1893.

Postoffice address of general office: Reading Terminal Building, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Jos. S. Harris,	Philadelphia, Pa.
Secretary,	Howard Hancock,	do.
Treasurer,	John Welsh,	do.
Comptroller,	D. Jones,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Chester and Delaware River Railroad.	Marcus Hook, Pa.	Eddystone, Pa., . . .	5.70	5.70

GENERAL BALANCE SHEET.

Cost of road,	\$331,547 09	Capital stock,	\$40,000 00
Profit and loss,	29,041 28	Funded debt,	22,500 00
		Current liabilities,	298,288 37
Total,	\$360,588 37	Total,	\$360,588 37

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	1	1
Number wooden,	2	2
Trestles:		
Number,	3	3
Aggregate length (feet),	287.03	287.07

Gauge of track, 4 ft. 8 1-2 in.

CHESTNUT HILL RAILROAD COMPANY.

Date of organization: Charter approved April 19, 1848.
By what authority incorporated: Of the State of Pennsylvania (special act.)
Operated by Philadelphia and Reading Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. W. Colket, . . .	202 Walnut Place, Philadelphia,	Second Monday in January, 1894.
C. Stuart Patterson, .	600 Girard Building, Philadelphia,	do. do.
E. H. Weil,	S. W. cor. Fourth and Chestnut sts., Phila.,	do. do.
W. S. Wilson,	132 South Third street, Philadelphia,	do. do.
Lewis Elkin,	1119 Walnut street, Philadelphia,	do. do.
C. Howard Colket, . .	1334 Walnut street, Philadelphia,	do. do.
J. Sergeant Price, . .	709 Walnut street, Philadelphia,	do. do.
Eli Kirk Price,	709 Walnut street, Philadelphia,	do. do.
Samuel Y. Heehner, . .	Summit avenue, Chestnut Hill, Phila., . .	do. do.
Charles C. Slifer, . . .	Flourtown, Montgomery county, Pa., . . .	do. do.
Charles Schaffer, . . .	1309 Arch street, Philadelphia,	do. do.
Thomas McKean,	153 Dock street, Philadelphia,	do. do.

Date of last meeting of stockholders for election of directors: Second Monday in January, 1893.

Postoffice address of general office: 132 South Third street, Philadelphia, Pa.
Postoffice address of operating company: 227 South Fourth street, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Wm. W. Colket,	202 Walnut Place, Philadelphia, Pa.
Secretary,	W. W. Stephens,	132 South Third street, Philadelphia, Pa.
Treasurer,		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To -			
Chestnut Hill Railroad, . .	Germantown,	Chestnut Hill,	Philadelphia and Reading Railroad Company.	4	4

The Chestnut Hill Railroad was leased to the Philadelphia and Reading Railroad Company, on December 2, 1870, for a term of 999 years, at an annual rental of \$14,478.00, being 12 per cent. on 2,413 shares, at a par value of \$50.00 per share; together with an annual payment of \$2,000.00, for the purpose of maintaining the corporate organization of the company.

All questions not answered in this report, should be returned by the lessee.

GENERAL BALANCE SHEET.

DR.		CR.	
Lands owned, (old accounts,)	\$15,505 98	Capital stock,	\$120,650 00
Road,	105,144 02	Current liabilities,	190 50
Cash and current assets,	190 50		
Total,	\$120,840 50	Total,	\$120,840 50

CHARACTERISTICS OF ROAD.

Gauge of track, 4 ft. 8 1-2 in.

CLARION RIVER RAILWAY COMPANY.

Date of organization: December 17, 1889.

By what authority incorporated: General Railroad Law of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
W. H. Hyde.	Ridgway, Pa.,	Second Monday, January, 1894.	
J. K. Gardner,	do.	do.	do.
W. H. Osterhout,	do.	do.	do.
J. K. P. Hall,	do.	do.	do.
Andrew Kaul,	do.	do.	do.
H. A. Hall,	do.	do.	do.
Wilson Kistler,	do.	do.	do.

Date of last meeting of stockholders for election of directors: January 9, 1893.

Postoffice address of general office: Ridgway, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	W. H. Hyde,	Ridgway, Pa.
Vice President,	J. K. Gardner,	do.
Secretary,	J. K. P. Hall,	do.
Treasurer,	B. E. Wellendorf,	do.
Chief Engineer,	H. A. Hall,	do.
General Solicitor, Attorney or Counsel,	C. W. Stewart,	do.
Auditor,	H. A. Hall,	do.
General Manager,		

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Clarion River Railway,	Croyland, Pa., on R. & C. Div., Pennsylvania railroad.	Hallton, Elk county, Pa.	12	12

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$137,011 69	Capital stock,	\$120,000 00
Cost of equipment,	15,853 54	Current liabilities,	18,396 15
Cash and current assets,	1,429 97	Profit and loss,	16,004 65
Other assets:			
Sundries, Telephone Line,	105 60		
Total,	\$154,400 80	Total,	\$154,400 80

CONTRACTS, AGREEMENTS, ETC.

The only existing contract is that for carrying mail, which is the usual contract issued to railroads carrying mail.

CHARACTERISTICS OF ROAD.

Bridges:	
Number wooden,	4
Trestles:	
Number,	5
Aggregate length (feet),	406

CLEVELAND AND PITTSBURG RAILROAD COMPANY.

Date of organization: March 14, 1836.

By what authority incorporated: Reference made to Acts constituting the charter printed in pamphlet form furnished with former reports.

Operated by Pennsylvania Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAME.	POSTOFFICE ADDRESS.
R. F. Smith,	Cleveland, O.	J. T. Brooks,	Salem, O.
J. V. Painter,	Cleveland, O.	G. B. Roberts,	Philadelphia, Pa.
E. R. Perkins,	Cleveland, O.	H. Darlington,	Pittsburg, Pa.
M. J. Hanna,	Cleveland, O.	Chas. Lanier,	New York, N. Y.
H. C. Ranney,	Cleveland, O.	Wm. C. Eggleston,	New York, N. Y.
E. A. Ferguson,	Cincinnati, O.	J. S. Kennedy,	New York, N. Y.

Date of last meeting of stockholders for election of directors: January 4, 1893.

Postoffice address of general office: Cleveland, Ohio.

Postoffice address of operating company: Pittsburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	R. F. Smith,	Cleveland, O.
Vice President,	J. V. Painter,	do.
Secretary,	G. A. Ingersoll,	do.
Treasurer,		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line	Miles of line in Pennsylvania.
	From—	To—			
Cleveland and Pittsburg, . .	Cleveland, . . Bayard, . . Rochester, . .	Yellow Creek, . . New Philadelphia, Bellaire	Pennsylvania, . . .	198.34	15:00

Reference made to copy of lease furnished with former reports.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$14,683,355 73	Capital stock,	\$11,247,335 79
Cost of equipment,	3,667,806 74	Funded debt,	7,684,500 00
Cash and current assets,	373,503 82	Current liabilities,	557,701 93
Other assets:		Accrued interest on funded debt	
Sinking fund, . . . \$1,801,500 00		not yet payable,	23,793 33
Sundries, 975,401 98		Betterments account,	8,226 60
	2,776,901 98	Profit and loss,	2,180,010 62
Total,	\$21,501,568 27	Total,	\$21,501,568 27

IMPORTANT CHANGES DURING THE YEAR.

\$436,000.00 general mortgage bonds, Series B, issued.

\$25,909.62 fourth mortgage bonds and scrip retired.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt?

Sinking fund.

CLEVELAND AND PITTSBURG RAILROAD COMPANY— PENNSYLVANIA COMPANY OPERATING.

For history of operating company see report of Pennsylvania Company.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Cleveland and Pittsburg railroad, . .	Rochester, Pa., . . .	Cleveland, O., . . .	123.80	14.93
River division,	Yellow Creek, O., . . .	Bellaire, O.,	43.44	.....
Tuscarawas branch,	Bayard, O.,	New Philadelphia, O., .	31.10	.....
Pittsburg, Ft. Wayne and Chicago railway,	Rochester, Pa., . . .	Pittsburg, Pa., * . . .	25.64	25.64
Total mileage operated, . . . . .	.....	.....	223.98	40.57

*Used jointly under trackage rights.

CONTRACTS, AGREEMENTS, ETC.

Express: The Adams Express Company pays this company 40 per cent. of its gross receipts from general traffic, and 70 per cent. of gross receipts from oyster traffic.

Mails: The compensation for transportation of mails is a fixed annual rate per mile, decided by the extent of the service performed based upon the actual weight of mails carried for thirty consecutive days during each quadrennial period.

Sleeping, Parlor and Dining Car Companies: Pullman Palace Car Company furnishes its own cars for use over this road, maintaining the same and collecting from passengers twenty-five cents to two dollars and fifty cents each for single seat or berth, according to distance, in addition to the regular railroad fare collected by this company.

Freight or Transportation Companies or Lines: The Star Union Line transacts business at current rates, the expenses of conducting the same being borne by the roads over which it operates, in proportion of the earnings therefrom of each to the whole. Customary rates are also paid for the use of Union Line Cars.

Other Railroad Companies: Rentals are received and paid for use of tracks, etc., under contracts with other companies.

Telegraph Companies: The Western Union Telegraph Company pays a fixed sum for certain telegraph privileges and also receives a proportion of receipts and pays a proportion of the expenses of the telegraph line located on line of Cleveland and Pittsburg Railroad.

Other Contracts: The Union News Company pays a fixed rental for privileges granted over this road.

The Traveler's Insurance Company pays a portion of its gross receipts for privileges and facilities granted at sundry stations.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges :		
Number stone,	39	4
Number iron,	78	6
Number wooden,	17	.....
Trestles :		
Number,	1	.....
Aggregate length (feet),	27	.....
Tunnels :		
Number,	1	.....
Maximum length (feet),	994½	.....
Telegraph :		
Miles of line operated by this company, jointly with Western Union Telegraph Company,	191.3	14.9
Miles of wire operated by this company,	536.2	44.7
Miles of line operated by Western Union Telegraph Company,	7.9	.....
Miles of wire operated by Western Union Telegraph Company,	671.1	59.6

Gauge of track, 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? Should be reported by lessor company.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Central Traffic Association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Star Union Line; Green Line (for oil traffic.)

COLEBROOKDALE RAILROAD COMPANY.

Date of organization: March 23, 1865.

By what authority incorporated: Pennsylvania Act of March 23, 1865.

Operated by Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. A. McLeod,	Philadelphia,	Third Monday in January, 1894.
James Boyd,	Norristown,	do. do
Sam. R. Sibley,	Philadelphia,	do. do.
A. J. Antelo,	Philadelphia,	do. do.
Joseph F. Sinnott,	Philadelphia,	do. do.
One vacant,	do.	do. do.

Date of last meeting of stockholders for election of directors: January 16, 1893.

Postoffice address of general office: Reading Terminal Building, Philadelphia, Pa.

Postoffice address of operating company: Reading Terminal Building, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	TITLE.	NAME.
President,	Jos. L. Bailey.	Treasurer,	John Welch.
Secretary,	Howard Hancock.	Comptroller,	D. Jones.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Colebrookdale railroad,	Pottstown, Pa.	Barto, Pa., .	Philadelphia and Reading railroad.	12.80	12.80

Leased to the Philadelphia and Reading Railroad Company, January 17, 1870, for twenty years from January 1, 1870.

Lessee pays all expenses of operating and to this company as rental, a sum equal to 30 per cent. of the gross receipts.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$672,341 93	Capital stock,	\$297,215 00
Cash and curent assets,	6,968 91	Funded debt,	600,000 00
Profit and loss,	564,566 16	Current liabilities,	343,662 00
		Accrued interest on funded debt not yet payable,	3,000 00
Total,	\$1,243,877 00	Total,	\$1,243,877 00

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYL- VANIA.
Bridges:		
Number stone,	1	1
Number iron,	11	11
Trestles:		
Number,	10	10
Aggregate length,	1,781	1,781
Gauge of track,	4 ft. 8 1-2 in.	

COLUMBIA AND PORT DEPOSIT RAILWAY COMPANY.

Date of organization: July 17, 1890.

By what authority incorporated: Washington and Maryland Line Railroad Company, organized May 19, 1857, under the authority of an Act of the General Assembly of the Commonwealth of Pennsylvania, approved April 12, 1856.

Name changed to Columbia and Maryland Line Railroad Company, under authority of a supplement to the above act, approved March 29, 1860; and of a further supplement to said act approved April 1, 1863.

Name again changed to Columbia and Port Deposit Railroad Company, under authority of an Act of the General Assembly of the Commonwealth of Pennsylvania, approved April 4, 1864.

Columbia and Port Deposit Railroad Company (of State of Maryland), incorporated by act of General Assembly of the State of Maryland, February 20, 1858, Chapter 103.

Supplementary Act of General Assembly of the State of Maryland enacted at January session 1864, Chapter 31.

Consolidation of the railroads in Pennsylvania and Maryland, effected June 1, 1864, under the name of Columbia and Port Deposit Railroad Company, by authority of Act of General Assembly of Commonwealth of Pennsylvania, April 4, 1864, and Act of General Assembly of State of Maryland, February 20, 1858, Chapter 103.

Columbia and Port Deposit Railroad sold under foreclosure of mortgage March 4, 1890, and purchased by George Kugler, who organized two companies, as follows:

May 21, 1890, the Columbia and Port Deposit Railroad Company, for the portion of the road in the State of Pennsylvania, under authority of the Acts of the General Assembly of the Commonwealth of Pennsylvania, approved May 25, 1878, and May 31, 1887.

May 23, 1890, the Port Deposit Railroad Company, for the portion of the road in the State of Maryland, under the provisions of the code of Public General Laws of the State of Maryland.

The two railroad companies aforesaid, namely, the Columbia and Port Deposit Railway Company of Pennsylvania and the Port Deposit Railroad Company of Maryland, were consolidated May 29, 1890, under the name, style, and title of the Columbia and Port Deposit Railway Company, under the laws of the Commonwealth of Pennsylvania and the State of Maryland.

The agreement of consolidation and merger being filed in the office of the Secretary of State of Maryland, June 21, 1890, and in the office of the Secretary of the Commonwealth of Pennsylvania, July 17, 1890.

Operated by The Pennsylvania Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Barnes,	Philadelphia, Pa.,	May 7, 1894.
John P. Green,	Philadelphia, Pa.,	do.
Jacob Tome,	Port Deposit, Md.,	do.
Henry D. Welsh,	Philadelphia, Pa.,	do.
Wm. A. Patton,	Philadelphia, Pa.,	do.
Samuel Rea,	Philadelphia, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 1, 1893.

Postoffice address of general office: 233 South Fourth street, Philadelphia, Pa.

Postoffice address of operating company: 253 South Fourth street, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	W. H. Wilson,	Philadelphia, Pa.
Secretary,	James R. McClure,	do.
Treasurer,	James R. McClure,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Columbia and Port Deposit Railway.	Columbia, Pa.	Perryville, Md.	Pennsylvania Railroad Company.	43.53	28.97

Agreement dated July 1, 1890.

The Pennsylvania Railroad Company to take possession of the railroad of this company and its appurtenances, and to furnish the necessary motive power and rolling stock therefor, and to operate and maintain said railroad and appurtenances on behalf of and as agent of this company upon the following terms and conditions:

1. To keep full and accurate accounts of the receipts and expenditures included in such operation, and to furnish an account of the same at the end of each month to this company.

2. To deduct from the gross receipts, all proper operating expenses and customary charges for the use of the rolling stock used upon the railroad of this company.

3. To pay over any moneys remaining, after deducting the expenses and charges in Section No. 2 hereof recited, to the treasurer of this company.

4. This arrangement to be terminable at the option of either party thereto upon thirty days' notice given in writing to the other party of its desire to terminate the same.

Trackage contract with the Philadelphia and Baltimore Central Railroad Company, allowing that company the use of the railroad tracks owned by the Columbia and Port Deposit Railway Company, from Octorara Junction to Port Deposit, a distance of about four miles, and the tracks from Port Deposit to Perryville, leased from the Philadelphia, Wilmington and Baltimore Railroad Company, three and seven-tenths miles, for the term of one year from July 1, 1890, and from year to year thereafter, at the option of either party, upon six months' notice in writing by either party of its desire to terminate the same, at a rental of \$4,000.00 per annum, which is to be included in gross earnings.

The portion of railroad from Octorara Junction to Perryville, is operated jointly by the Philadelphia and Baltimore Central Railroad Company, and the Pennsylvania Railroad Company, agent of the Columbia and Port Deposit Railway Company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$2,809,621 46	Capital stock,	\$1,000,000 00
Cash and current assets,	253,525 52	Funded debt,	1,800,000 00
		Current liabilities,	1,260 71
		Profit and loss,	261,886 27
Total,	\$3,063,146 98	Total,	\$3,063,146 98

IMPORTANT CHANGES DURING THE YEAR.

Leased from the Philadelphia, Wilmington and Baltimore Railroad Company, dated July 23, 1890, of the railroad from Port Deposit to Perryville, surrendered May 12, 1893.

8,000 shares of capital stock, at par, issued to the Philadelphia, Wilmington and Baltimore Railroad Company, in payment for the purchase of the railroad extending from Port Deposit to Perryville, being \$400,000.00 mentioned in deed to the Columbia and Port Deposit Railway Company, dated May 12, 1893.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYL- VANIA.
Bridges:		
Number stone,	18	14
Number iron,	7	3
Number wooden,	7	5
Telegraph:		
Miles of line owned by this company,	43.53	28.97
Miles of wire owned by this company,	87.06	57.94
Miles of line operated by Pennsylvania Railroad Company, agent, . .	43.53	28.97
Miles of wire operated by Pennsylvania Railroad Company, agent, . .	87.06	57.94
Gauge of track,	4 ft. 9 in.	

CONFLUENCE AND OAKLAND RAILROAD COMPANY.

Date of organization: April 2, 1890.
If a consolidated company, name the constituent companies: Confluence and State Line Railroad Company, State Line and Oakland Railway Company. Merged April 2, 1890, under the name of Confluence and Oakland Railroad Company.
Operated by the Baltimore and Ohio Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thos. M. King,	Philadelphia, Pa.,	Second Monday in January, 1894.
John K. Cowen,	Baltimore, Md.,	do. do.
E. J. D. Cross,	Baltimore, Md.,	do. do.
G. W. Haulenbeck,	Baltimore, Md.,	do. do.
J. Bayard Henry,	Philadelphia, Pa.,	do. do.
Jos. U. Crawford,	Philadelphia, Pa.,	do. do.
Edward D. Toland,	Philadelphia, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: Second Monday of January, 1893.
Postoffice address of general office: Pittsburg, Pa.
Postoffice address of operating company: Pittsburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Thos. M. King,	Philadelphia, Pa.
Secretary,	J. B. Washington,	Pittsburg, Pa.
Treasurer,	W. H. Ijams,	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania,
	From—	To—			
Confluence and Oakland Railroad Company.	Confluence and Oak- land Junc- tion, Pa.	Manor Lands, Md.	Baltimore and Ohio Rail- road Company.	19.70	12.50

The Confluence and Oakland Railroad was leased to the Baltimore and Ohio Railroad Company, by indenture, dated May 1, 1890, for the term of 999 years from November 1, 1889.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$231,176 57	Capital stock,	\$200,000 00
Profit and loss,	217,102 59	Funded debt,	200,000 00
		Current liabilities,	48,279 16
Total,	\$448,279 16	Total,	\$448,279 16

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYL- VANIA.
Bridges:		
Number wooden,	6	2
Trestles:		
Number,	11	9
Aggregate length (feet),	1,262	592
Telegraph:		
Miles of line operated by Western Union Telegraph Company,	20	
Miles of wire operated by Western Union Telegraph Company,	40	
Gauge of track,	4 ft. 8 3-4 in.	

CONNECTING RAILWAY COMPANY.

Date of organization: Incorporated April 4, 1863.
By what authority incorporated: Acts of April 4, 1863, May 7, 1864, March 14, 1865, April 6, 1867, March 26, 1868.
Operated by The Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRA- TION OF TERM.
W. H. Barnes,	Philadelphia,	June 12, 1894.
Wm. A. Patton,	Philadelphia,	do.
G. B. Roherts,	Philadelphia,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.
Henry D. Welsh,	Philadelphia,	do.
George Wood,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: June 13, 1893.
Postoffice address of general office: 233 South Fourth street, Philadelphia.
Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John P. Green,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Taher Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
The Connecting railway,	Frankford Junction.	Mantua. . .	Pennsylvania Railroad Company.	6.75	6.75

Lease to the Philadelphia and Trenton Railroad Company (which is leased to the Pennsylvania Railroad Company), dated January 1, 1868, for 999 years from February 18, 1863. Rental is equivalent to 6 per cent. per annum dividend on capital stock; 6 per cent. interest on outstanding bonds, and taxes.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	\$3,372,266 16	Capital stock.	\$1,278,300 00
Cash and current assets,	5,752 35	Funded debt.	991,000 00
		Current liabilities.	1,108,718 51
Total.	\$3,378,018 51	Total.	\$3,378,018 51

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone.	7	7
Number iron,	12	12
Telegraph:		
Miles of line owned by this company.	6.75	6.75
Miles of wire owned by this company.	85.76	85.76
Miles of line operated by Pennsylvania Railroad Company, lessee.	12.75	12.75
Miles of wire operated by Pennsylvania Railroad Company, lessee.	85.76	85.76
Gauge of track,	4 ft. 9 in.	

CORNWALL RAILROAD COMPANY.

Date of organization: May 25, 1850.
By what authority incorporated: General Railroad Laws of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. C. Freeman,	Cornwall, Pa.	January 8, 1894.
E. C. Freeman,	Cornwall, Pa.	do.
R. P. Alden,	Cornwall, Pa.	do.
D. S. Hammond,	Lebanon, Pa.	do.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	Wm. C. Freeman,	Cornwall, Pa.
Vice President,	R. P. Alden,	Cornwall, Pa.
Secretary,	D. S. Hammond,	Lebanon, Pa.
Treasurer,	D. S. Hammond,	Lebanon, Pa.
General Solicitor, Attorney or Counsel,	H. C. Shirk,	Lebanon, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Cornwall Railroad,	Lebanon, Pa.	Mt. Hope, Pa.,	12.67	12.67

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$677,694 45	Capital stock,	\$400,000 00
Cost of equipment,	189,941 41	Profit and loss,	576,184 70
Lands owned,	44,419 10		
Cash and current assets,	64,129 74		
Total,	\$976,184 70	Total,	\$976,184 70

CONTRACTS, AGREEMENTS, ETC.

United States Express Company: The Cornwall Railroad receives 10 cents per 100 pounds for through, and 20 cents per 100 pounds for local express matter handled

United States mails are carried between Lebanon and Cornwall for an annual compensation of \$271.88.

CHARACTERISTICS OF ROAD.

Bridges:	
Number stone,	8
Number iron,	3
Number wooden,	14
Telegraph:	
Miles of line owned by this company,	14
Miles of wire owned by this company,	14
Gauge of track,	4 ft. 8 1-2 in.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Lebanon station, the property of the Philadelphia and Reading Railroad Company.

CORNWALL AND LEBANON RAILROAD COMPANY.

Date of organization: February 28, 1882.

By what authority incorporated: Laws of Pennsylvania, Act of April 4, 1868, and its supplements.

If a consolidated company, name the constituent companies: Colebrook Valley Railroad Company, chartered January, 1881; Cornwall and Lebanon Railroad Company, chartered February 28, 1882; Lebanon Belt Railway Company, chartered March 21, 1889.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Grant Weidman,	Lebanon, Pa.,	January, 1894.
John Melly,	do.	do.
J. H. Redsecker,	do.	do.
A. Hess,	do.	do.
Geo. D. Rise,	do.	do.
Charles W. Few,	do.	do.
C. Shenk,	do.	do.

Date of last meeting of stockholders for election of directors: January 9, 1893.
Postoffice address of general office: Lebanon, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Archibald Rogers,	Lebanon, Pa.
Vice President,	Henry T. Kendall,	do.
Secretary,	George D. Rise,	do.
Treasurer,	Allen D. Hoffer,	do.
General Solicitor, Attorney or Counsel,	Grant Weidman,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Cornwall and Lebanon Railroad Company,	Conewago,	Lebanon,	21.66
Cornwall and Lebanon Railroad Branch,	Cornwall,	Ore banks,	1.17
Cornwall and Lebanon Railroad Branch,	Lebanon,	North Lebanon, . . . . .	.34
Cornwall and Lebanon Railroad Branch,	Lebanon,	East Lebanon,	1.72
Total,			24.89

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$1,382,297 22	Capital stock,	\$800,000 00
Cost of equipment,	192,588 64	Funded debt,	800,000 00
Lands owned,	50,250 00	Profit and loss,	15,938 82
Cash and current assets,	10,502 96		
Total,	\$1,615,938 82	Total,	\$1,615,938 82

IMPORTANT CHANGES DURING THE YEAR.

Branch "Lebanon to East Lebanon," extended 0.77 miles from terminus reported, 1892, to present terminus.

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company: On local matter, twenty cents per one hundred pounds; on Philadelphia and New York, ten cents per one hundred pounds.
United States Mail: \$725.00 per annum.

CHARACTERISTICS OF ROAD.

Bridges:		
Number stone,		2
Number iron,		25
Number wooden,		2
Trestles:		
Number,		2
Aggregate length (feet),		308
Telegraph:		
Miles of line owned by this company,		22
Miles of wire owned by this company,		38
Miles of line operated by this company,		22
Miles of wire operated by this company,		38
Gauge of track,	4 ft. 8 1-2 in.	

QUESTIONS FOR GENERAL INFORMATION.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Freight Traffic Association of the Middle States.
Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Star Union Line, Anchor Line, Empire Line.

COUDERSPORT AND PORT ALLEGANY RAILROAD COMPANY.

Date of organization: May, 1892.

By what authority incorporated: Common Law.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Isaac Benson.	Coudersport, Pa.	January 12, 1894.
A. G. Olmsted.	Coudersport, Pa.	do.
M. S. Thompson.	Coudersport, Pa.	do.
R. L. Nichols.	Coudersport, Pa.	do.
B. D. Hamlin.	Smethport, Pa.	do.
H. C. Blakeslee.	Olean, N. Y.	do.
C. S. Carey.	Olean, N. Y.	do.

Date of last meeting of stockholders for election of directors: January 12, 1893.

Postoffice address of general office: Coudersport, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	J. L. Knox.	Coudersport, Pa.
Vice President.	C. S. Carey.	Olean, N. Y.
Secretary.	A. B. Mann.	Coudersport, Pa.
Treasurer.	W. K. Jones.	Coudersport, Pa.
Chief Engineer.	B. A. McClure.	Coudersport, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Coudersport and Port Allegheny.	Coudersport.	Port Allegheny.	17	17
Coudersport and Pine Creek.	Coudersport.	Sweden Valley.	5	5
Total mileage operated. . . . .	. . . . .	. . . . .	22	22

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		Miles of line.	Miles of line in Pennsylvania.
	From—	To—		
Coudersport and Pine Creek railroad.	Coudersport.	Sweden Valley. . . . .	.05	.05

Leased to Coudersport and Port Allegheny Railroad. Guarantee of 12 per cent. on capital stock.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	\$212,518 00	Capital stock.	\$200,000 00
Cost of equipment,	69,950 00	Funded debt.	75,000 00
		Profit and loss.	7,468 00
Total,	\$282,468 00	Total,	\$282,468 00

CONTRACTS, AGREEMENTS, ETC.

American Express: One and one-half first class rate for all express.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSY- LVANIA.
Bridges:		
Number iron,	3	3
Trestles:		
Number,	2	2
Aggregate length (feet).	210	210
Telegraph:		
Miles of line owned by this company.	17	17
Miles of wire owned by this company.	17	17
Miles of line operated by this company.	20	20
Gauge of track,	4 ft. 8 1-2 in.	

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt:
Road bonded.

CRESSON AND CLEARFIELD COUNTY AND NEW YORK
SHORT ROUTE RAILROAD COMPANY.

Date of organization: December 19, 1882.
By what authority incorporated: General Law, April 4, 1868.
Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRA- TION OF TERM.
R. D. Barclay,	Philadelphia,	January 8, 1894.
George T. Bliss,	New York,	do.
John P. Green,	Philadelphia,	do.
Robert H. Groff,	Philadelphia,	do.
D. S. Newhall,	Philadelphia,	do.
William A. Patton,	Philadelphia,	do.
Robert Pitcairn,	Pittsburg, Pa.,	do.
Charles E. Pugh,	Philadelphia,	do.
C. A. Vernon,	Philadelphia,	do.
Stephen W. White,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
George Wood,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: January 9, 1893.
Postoffice address of general office: 233 South Fourth street, Philadelphia.
Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel Rea,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Asbton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Cresson and Clearfield County and New York Short Route railroad.	Cresson, . .	Irvona, . . .	Pennsylvania Railroad Company.	26.67	26.67
	Branches, . .	.....	.....	2.02	2.02
Total mileage. . . . .	.....	.....	.....	28.69	28.69

Leased to the Pennsylvania Railroad Company, dated January 2, 1893, for 999 years from that date. Rental, net earnings.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$1,829,182 35	Capital stock,	\$1,000,000 00
Cash and current assets,	38,758 45	Funded debt,	750,000 00
Profit and loss,	46,479 50	Current liabilities,	164,420 30
Total,	\$1,914,420 30	Total,	\$1,914,420 30

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	1	1
Number wooden,	18	18
Telegraph:		
Miles of line owned by this company,	26.89	26.89
Miles of wire owned by this company,	26.89	26.89
Miles of line operated by Pennsylvania Railroad Company,	53.78	53.78
Miles of wire operated by Pennsylvania Railroad Company,	50.67	50.67
Gauge of track,	4 ft. 9 in.	

CUMBERLAND VALLEY RAILROAD COMPANY.

Date of organization: June 27, 1835. Act of incorporation by Legislature of Pennsylvania, April 2, 1831.

By what authority incorporated: Laws of Pennsylvania, Act April 2, 1831; Supplemental Acts April 15, 1835, February 18, 1836, February 21, 1836, March 17 and 31, 1836, April 14, 1838, April 14, 1845, April 10 and 21, 1846, February 15, 1848, March 7, 1849, April 15, 1851, May 4, 1852, April 1, 1856, March 30, 1858, May 1, 1861, and March 22, 1865.

If a consolidated company, name the constituent companies: The Franklin Railroad Company was consolidated with the Cumberland Valley Railroad Company, June 1, 1865, by merger under Act of the Pennsylvania Legislature, May 16, 1861.

The Franklin Railroad Company was incorporated by Act of the Pennsylvania Legislature, March 12, 1832. Supplemental Acts June 13, 1836, April 1, 1852, January 28, and March 17, 1853, April 9, 1856, May 12, 1857, and February 2, 1859; also, by Acts of the Maryland Legislature, January 16, 1837; Supplemental Acts May 12, 1853, March 6, 1856, May 12, 1857 and April 4, 1870.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thomas B. Kennedy,	Chambersburg, Pa.,	October 2, 1893.
George B. Roberts,	Philadelphia, Pa.,	do.
John Stewart,	Chambersburg, Pa.,	do.
A. J. Cassatt,	Haverford, Pa.,	do.
John P. Green,	Philadelphia, Pa.,	do.
W. W. Jennings,	Harrisburg, Pa.,	do.
J. Herman Bosler,	Carlisle, Pa.,	do.
H. H. Houston,	Philadelphia, Pa.,	do.
M. C. Kennedy,	Chambersburg, Pa.,	do.
Edw. B. Watts,	Carlisle, Pa.,	do.
Henry D. Welsh,	Philadelphia, Pa.,	do.

Date of last meeting of stockholders for election of directors: October 3, 1892.
Postoffice address of general office: Chambersburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Thomas B. Kennedy,	Chambersburg, Pa.
Vice President,	M. C. Kennedy,	do.
Secretary,	W. M. Biddle,	do.
Treasurer,	T. J. Brereton,	do.
Engineer,	W. L. Ritchey,	do.
Auditor,		

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Cumberland Valley railroad,	Harrisburg,	W. Virginia State Line,	82.18	68.20
Dillsburg & Mechanicsburg railroad,	Junction with Cumberland Valley railroad.	Dillsburg,	7.70	7.70
South Pennsylvania Railway and Mining Company,	Junction with Cumberland Valley railroad,	Mercersburg,	13.60	13.60
South Pennsylvania Railway and Mining Company,	Mercersburg Junction,	Richmond,	7.80	7.80
Cumberland Valley and Martinsburg railroad,	W. Virginia State Line,	Winchester,	33.65	.....
Total mileage operated, . . . .	.....	.....	144.93	97.30

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$2,084,603 12	Capital stock,	\$1,777,850 00
Bonds of other companies owned, .	219,800 00	Funded debt,	270,500 00
Stocks of other companies owned, .	346,931 33	Current liabilities,	125,559 86
Cash and current assets,	331,044 30	Profit and loss,	817,919 58
Other assets:			
Sinking fund,	9,447 69		
Total,	\$2,991,829 44	Total,	\$2,991,829 44

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company: Railroad Company furnishes motive power and cars for which Express Company pays 40 per cent. of its receipts.

United States Government: For the transportation of mail in cars owned by Railroad Company, compensation for the service is as follows: From July 1, 1889 to July 1, 1893: Harrisburg, Pa., to Martinsburg, W. Va., \$139.37, per mile per annum; Martinsburg, W. Va., to Winchester, Va., \$77.81, per mile per annum; Mechanicsburg, Pa., to Dillsburg, Pa., \$47.88, per mile per annum; South Penn Junction, Pa., to Mercersburg, Pa., \$74.39, per mile per annum; Mercersburg Junction, Pa., to Richmond, Pa., \$76.10, per mile per annum.

Connecting railroads for the mutual interchange of traffic, settlement for which is made monthly upon the basis of distances carried by each.

Western Union Telegraph Company: At several points through which the telegraph line passes, the railroad company furnishes offices and receives one-half the telegraph receipts.

The Railroad of the South Penn Railway and M. Company, Dillsburg and Mechanicsburg Railroad and Cumberland Valley and Martinsburg Railroad, branch lines of the Cumberland Valley Railroad, are leased to the latter company and operated as part of its system upon the terms, that the receipts from operation shall first be applied to cost of maintaining, keeping and perpetuating the properties and equipment used thereon, and all other expenses of operating the same, including taxes, insurance, etc. The balance, if any, to be paid over to the respective lessor companies.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	9	5
Number iron,	40	21
Number wooden,	9	
Trestles:		
Number,	1	1
Aggregate length (feet),	214	214
Telegraph:		
Miles of line owned by this company,	54	12
Miles of wire owned by this company,	208	154
Miles of line operated by this company,	54	12
Miles of wire operated by this company,	208	154
Miles of line operated by Western Union Telegraph Company,	74	52
Miles of wire operated by Western Union Telegraph Company,	658	468
Gauge of track,		4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such properties belong: Harrisburg Passenger Station, owned by Pennsylvania Railroad Company.

DELAWARE AND HUDSON CANAL COMPANY.

Date of organization: April 23, 1823.

By what authority incorporated: State of New York and recognized by the Commonwealth of Pennsylvania.

Statutes and amendments by the State of New York, April 7, 1824, November 19, 1824, April 20, 1825, March 10, 1827, May 2, 1829, February 12, 1830, April 17, 1830, April 17, 1862, March 25, 1836, May 9, 1867, May 7, 1872, June 1, 1880, April 23, 1883, May 7, 1886.

Statutes and amendments by the Commonwealth of Pennsylvania, March 13, 1823, April 1, 1825, June 21, 1825, April 5, 1826, November 24, 1828, March 23, 1830, April 11, 1848, April 30, 1852, April 7, 1858, March 12, 1859, April 11, 1861, April 18, 1861, September 20, 1866, April 13, 1868, March 24, 1870, May 12, 1871, May 18, 1871, April 15, 1869, Chapter VIII, 1826.

DIRECTORS.		
NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
LeGrand B. Cannon,	New York City,	Second Tuesday in May, 1894.
James Roosevelt,	do.	do. do.
Robert M. Olyphant,	do.	do. do.
Benjamin H. Bristow,	do.	do. do.
R. Suydam Grant,	do.	do. do.
William H. Tillinghast,	do.	do. do.
Alfred Van Santvoord,	do.	do. do.
James A. Roosevelt,	do.	do. do.
Alexander E. Orr,	do.	do. do.
Oliver P. C. Billings,	do.	do. do.
Samuel Spencer,	do.	do. do.
Cornelius Vanderbilt,	do.	do. do.
Chauncey M. Depew,	do.	do. do.

Date of last meeting of stockholders for election of directors: May 9, 1893.
Postoffice address of general office: New York city.

OFFICERS.		
TITLE.	NAMES.	ADDRESS.
President,	R. M. Olyphant,	New York City.
Vice President,	LeGrand B. Cannon,	New York City.
Second Vice President,	H. G. Young,	Albany, N. Y.
Secretary,	F. M. Olyphant,	New York City.
Treasurer,	C. A. Walker,	New York City.
Chief Engineer,	A. J. Swift,	Albany, N. Y.
Auditor,	S. T. S. Henry,	New York City.

PROPERTY OPERATED.				
NAMES.	TERMINALS.		Total mileage of road.	Total mileage of road in Penn-sylvania.
	From—	To—		
<i>Maine Line owned.</i>				
Lackawanna and Susquehanna rail-road.	Nineveh, N. Y. . . .	Jefferson Junc., Pa.,	22.01	4.36
Valley railroad,	Carbondale, Pa., . .	Scranton, Pa.,	16.77	16.77
Branches and Spurs owned,	Collieries,	Main line,	1.80	1.80
<i>Operated under lease or trackage contract.</i>				
Northern Coal and Iron Company, .	Green Ridge, Pa., . .	Plymouth, Pa., . . .	21.98	21.98
Jefferson railroad,	Jefferson Junc., Pa.,	Carbondale, Pa., . . .	34.60	34.60
Delaware, Lackawanna and Western railroad.	Scranton, Pa.,	Scranton, Pa., . . . .	.44	.44
Nanticoke railroad,	Mill Creek, Pa., . . .	Wilkes-Barre, Pa., . .	2.40	2.40
Lehigh Valley railroad,	Wilkes-Barre, Pa., . .	So. Wilkes-Barre, Pa.,	1.62	1.62
Lackawanna and Bloomsburg rail-road.	Plymouth, Pa.,	Bull Run, Pa., . . . .	.78	.78
Gravity railroad owned,	Olyphant, Pa.,	Honesdale, Pa.,	26.31	26.31
	Honesdale,	Olyphant, Pa.,	29.92	29.92
Total mileage operated, . . . . .	. . . . .	. . . . .	158.63	140.98

GENERAL BALANCE SHEET.

DR.		CR.	
Canal.	\$6,239,210 49	Capital stock.	\$30,000,000 00
Railroad and equipment.	9,294,804 93	Bonds:	
Real estate.	\$5,631,594 87	1894.	\$4,829,000 00
Real estate, Northern		1917.	5,000,000 00
Coal and Iron Com-			9,829,000 00
pany.	5,718,512 62	Interest and dividends payable	
	11,350,107 49	January 1, 1893.	444,900 00
Mine improvements.	2,707,923 08	Dividends, interest and bonds un-	
Mine fixtures and equipment.	443,826 01	paid.	155,826 58
Boats, barges and steamboats.	875,857 14	Surplus or dividend fund.	6,673,744 05
Coal yards and fixtures.	141,493 53		
Lackawanna and Susquehanna rail-			
road.	1,091,333 93		
Cherry Valley, Sharon and Albany			
railroad.	210,000 00		
New York and Canada railroad.	4,351,548 11		
Mechanicsville and Fort Edward			
railroad.	54,998 07		
Schenectady and Mechanicsville,			
railroad.	215,761 46		
Construction, leased lines.	506,450 71		
Telegraph lines.	18,707 74		
Supplies on hand.	1,490,801 78		
Shop machinery, tools, etc.	387,400 71		
Coal on hand.	856,732 98		
Miscellaneous assets, viz:			
Bonds.	50,470 00		
Stocks, as follows:			
Albany and Susque-			
hanna railroad 4,-			
500 shares.	\$450,000 00		
Rensselaer and Sara-			
toga railroad, 16,-			
000 shares.	1,600,000 00		
Rutland railroad, 40,-			
000 shares.	1,500,000 00		
Sundry stocks.	494,442 36		
	4,044,442 36		
Advanced royalties on coal.	1,039,761 63		
Cash.	1,250,661 98		
Bills and accounts re-			
ceivable	\$3,399,996 42		
Less December pay rolls			
and vouchers payable			
after January 1st.	2,948,819 92		
	451,176 50		
Total.	\$47,103,470 63	Total.	\$47,103,470 63

CONTRACTS, AGREEMENTS, ETC.

The National Express Company has by contract the right to handle express matter on the line of this road.

Mails are carried at the rate fixed by the Postoffice Department.

Joint freight traffic agreements exist with the following named companies, the revenue being divided on the basis of mileage: New York, Lake Erie and Western Railroad Company; Central Railroad Company of New Jersey; Delaware, Lackawanna and Western Railroad Company; Lehigh Valley Railroad Company and Pennsylvania Railroad Company.

Contracts giving this company trackage rights on other roads are in force with companies named below: New York, Lake Erie and Western Railroad Company (Jefferson branch); Central Railroad Company of New Jersey (Nanticoke Railroad); Lehigh Valley Railroad Company (through Lehigh Valley yard at Wilkes-Barre); Delaware, Lackawanna and Western Railroad Company (Plymouth Junction to Bull Run, and passenger tracks at Scranton).

A contract with the Central Railroad Company of New Jersey, gives that company the right to use our tracks, for coal only, between Mill Creek and Union Junction.

An agreement with the Delaware, Lackawanna and Western Railroad Company, gives that company the right to use our tracks, for coal only, between Vine street, Scranton, and Green Ridge.

An agreement with the Lehigh and Wilkes-Barre Coal Company, gives that company track-age rights on our road, for coal only, between South Wilkes-Barre and Plymouth Junction.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYL- VANIA.
Bridges:		
Number iron.	43	37
Number wooden,	82	77
Trestles:		
Number,	24	24
Aggregate lengtb.	4,889	4,889
Telegraph:		
Miles of line owned by this company,	149	152
Miles of wire owned by this company,	268	253
Miles of line operated by this company,	149	132
Miles of wire operated by this company,	268	253

Gauge of track, 4 feet 8 1-2 inches, locomotive road; Gauge of track, 4 feet 3 inches, gravity road; between Valley Junction and Mill Creek the locomotive road has both gauges.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: At Wilkes-Barre, Pa., this company rents of the Lehigh Valley Railroad, its passenger depot and tracks, using the same for passenger business only.

At Scranton, Pa., this company uses the passenger depot and tracks approaching thereto, of the Delaware, Lackawanna and Western Railroad, paying rental for same.

DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY.

Date of organization: March 11, 1853.
By what authority incorporated: Special Act of Pennsylvania, No. 123, approved March 11, 1853.
If a consolidated company, name the constituent companies: Originally the Ligetts Gap Railroad, incorporated by special Act of Pennsylvania, approved April 7, 1832. Name changed to Lackawanna and Western Railroad, by special Act of Pennsylvania, approved April 14, 1851, and consolidated under special Act of Pennsylvania, approved March 11, 1853, with the Delaware and Cobbs Gap Railroad. Incorporated by special Act of Pennsylvania, approved April 7, 1849, under present title.
Road opened from Scranton to Great Bend, October 20, 1851, and from Scranton to Delaware River, May 27, 1856.
The following have been since consolidated with and merged into this company:
Keyser Valley Railroad, (incorporated under special Act of Pennsylvania, approved March 13, 1865), on December 27, 1865.
Nanticoke Coal and Iron Company, (incorporated under special Act of Pennsylvania, approved April 13, 1864), on August 12, 1870.
Lackawanna and Bloomsburg Railroad, (incorporated by special Act of Pennsylvania, approved April 15, 1852), on June 17, 1873.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John I. Blair,	Blairstown, N. J.,	One year from last election.
George Bliss,	New York city,	do. do.
Percy R. Pyne,	New York city,	do. do.
William W. Astor,	New York city,	do. do.
William H. Appleton,	New York city,	do. do.
William Rockefeller,	New York city,	do. do.
Eugene Higgins,	New York city,	do. do.
Henry A. C. Taylor,	New York city,	do. do.
Andrew H. McClintock,	Wilkes-Barre, Pa.,	do. do.
J. Rogers Maxwell,	New York city,	do. do.
George F. Baker,	New York city,	do. do.
James Stillman,	New York city,	do. do.
Robert F. Ballantine,	Newark, N. J.,	do. do.
Alexander T. Van Nest,	New York city,	do. do.

Date of last meeting of stockholders for election of directors: February 21, 1893.
Postoffice address of general office: No. 26 Exchange Place, New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	Samuel Sloan.	No. 26 Exchange Place, New York city.
Vice President.	Percy R. Pyne.	No. 26 Exchange Place, New York city.
Second Vice President.	Edwin R. Holden.	No. 26 Exchange Place, New York city.
Third Vice President.	William S. Sloan.	No. 26 Exchange Place, New York city.
Secretary and Auditor.	Fred. F. Chambers.	No. 26 Exchange Place, New York city.
Treasurer.	Frederick H. Gibbens.	No. 26 Exchange Place, New York city.
Assistant Treasurer.	Arthur D. Chambers.	No. 26 Exchange Place, New York city.
Chief Engineer.	James Archbald.	Seranton, Pa.
Assistant Auditor.	William C. Swift.	No. 26 Exchange Place, New York city.
General Manager.	William F. Hallstead.	Seranton, Pa.
Traffic Manager.	Benjamin A. Hegemau.	No. 26 Exchange Place, New York city.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Penn- sylvania.
	From—	To—		
<i>Main line owned.</i>				
Northern division,	Seranton, N.,	Penn'a and New York State Line.	50.36	
Southern division,	Seranton, S.,	Delaware River . . .	64.25	
Western division,	Seranton, W.,	Susquehanna River. .	80	
<i>Lines operated under lease.</i>			194.61	194.61
Morris and Essex,	Hudson River,	Delaware River, . . .	119.85	
Morris and Essex Extension,	M. and E. Junction, . .	Paterson, N. J., . . .	1.91	
Newark and Bloomfield,	Roseville Junction, . .	Montclair, N. J., . . .	4.24	
Passaic and Delaware,	Summit Junction, . . .	Bernardsville, N. J., .	13.99	
Passaic and Delaware Extension,	Bernardsville	Gladstone, N. J., . . .	7.40	
Chester,	Chester Junction, . . .	Chester, N. J.,	10.02	
Warren,	Delaware River,	New Hampton Junction, N. J.	18.80	
New York, Lackawanna & Western,	Binghamton,	Buffalo, N. Y.,	214.20	6.41
Greene,	Chenango Forks,	Greene, N. Y.,	8.10	
Utica, Chenango and Susq. Valley,	Greene,	Utica, N. Y.,	97.41	
Cayuga and Susquehanna,	Susquehanna River, . .	Ithaca, N. Y.,	34.41	
Oswego and Syracuse,	Syracuse,	Oswego, N. Y.,	34.98	
Valley,	Penn'a and New York State Line.	Binghamton, N. Y., . .	11.64	
			576.95	
Total mileage operated,			771.56	201.02

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	\$17,303,357 25	Capital stock.	\$26,200,000 00
Cost of equipment.	9,244,024 01	Funded debt.	3,067,000 00
		Current liabilities.	7,974,731 74
Bonds of other companies owned.	\$5,836,158 95	Accrued interest on funded debt not yet payable.	71,563 33
Stocks of other companies owned.	3,644,730 00	Profit and loss.	17,150,072 86
	9,480,888 95		
Other permanent investments, coal lands, coal yards and improvements.	7,963,583 77		
Cash and current assets.	10,471,513 95		
Total.	\$54,463,367 93	Total.	\$54,463,367 93

IMPORTANT CHANGES DURING THE YEAR.

Branch lines: Keyser Valley, Winton and Storrs, 16.73 miles, deducted from main line track and added to "yard track, sidings and spurs."

CONTRACTS, AGREEMENTS, ETC.

United States Express Company; Produce Dispatch.

United States Postoffice Department.

Pullman Palace Car Company.

Lackawanna Line, Great Eastern Line, Lackawanna Live Stock Transportation Company, Northwest Despatch Fast Freight Line Company, American Refrigerator Transit Company.

Freight Connections and Junctional Points (numbers indicate distances from Hoboken, N. J.)—Bangor and Portland—Portland, Pa., 83. Bloomsburg and Sullivan—Bloomsburg, Pa., 201. Buffalo Creek—East Buffalo, N. Y., 405. Buffalo, Rochester and Pittsburg—B., R. & P., Junction, N. Y., 365. Central Railroad of New Jersey—Hoboken, N. J. (via float); Lake Junction, N. J., 42; New Hampton, N. J., 72; Phillipsburg, N. J., 80; Port Oram, N. J., 40; Rockaway, N. J., 38; South Wilkes-Barre, Pa., 166; Taylorville, Pa., 148. Central New York and Western—Wayland, N. Y., 327. Dansville and Mt. Morris—Groveland, N. Y., 341. Delaware and Hudson Canal Company—Binghamton, N. Y., 207; Scranton, Pa., 145; Taylorville, Pa., 118. Elmira, Cortland and Northern—Cortland, N. Y., 250; Elmira, N. Y., 264; Wilseyville, N. Y., 242. Erie and Wyoming—Nay Aug., Pa., 139. Fall Brook—Corning, N. Y., 280. Grand Trunk—Black Rock, N. Y., 414. Lake Shore and Michigan Southern—East Buffalo, N. Y., 405. Lehigh and Hudson—Franklin, N. J., 75; Lehigh Valley—E. Buffalo, N. Y., 405; Elmira, N. Y., 264; Oswego, N. Y., 228; Ithaca, N. Y., 261; Phillipsburg, N. J., 80; Pittston, Pa., 154; South Wilkes-Barre, Pa., 166; Waverly, N. Y., 246. Long Island—Hoboken, N. J. (via float). Michigan Central—Black Rock, N. Y., 414. Mount Hope Mineral—Port Oram, N. J., 40. New York and Greenwood Lake—Mountain View, N. J., 21. New York and Northern—Hoboken, N. J. (via float). New York, Chicago and St. Louis—East Buffalo, N. Y., 405. New York Central and Hudson River—Black Rock, N. Y., 114; Hoboken, N. J. (via float); Syracuse, N. Y., 287; Utica, N. Y., 302. New York, Lake Erie and Western—Bergen Junction, N. J., 2; Binghamton, N. Y., 207; Black Rock, N. Y., 414; East Buffalo, N. Y., 405; Elmira, N. Y., 264; Oswego, N. Y., 228; Paterson, N. J., 15. New York, New Haven and Hartford—Hoboken, N. J. (via float). New York, Ontario and Western—Norwich, N. Y., 248; Scranton, Pa., 145; Utica, N. Y., 302. New York, Susquehanna and Western—Bergen Junction, N. J., 2; Delaware, N. J., 80; Franklin, N. J., 75; Gravel Place, Pa., 94. Northern Central (P. R. R.)—Elmira, N. Y., 264. Pennsylvania—Harrison, N. J., 7; Manunka Chunk, N. J., 77; Nanticoke, Pa., 169; Phillipsburg, N. J., 80; South Wilkes-Barre, Pa., 166. Pennsylvania, Poughkeepsie and Boston—Augusta, N. Y., 70; Portland, Pa., 83. Philadelphia and Erie—(P. R. R.)—Northumberland, Pa., 225. Philadelphia and Reading—Rupert, Pa., 202. Rome, Watertown and Ogdensburg—Oswego, N. Y., 322. Western New York and Pennsylvania—East Buffalo, N. Y., 405; Mt. Morris, N. Y., 348. West Shore—Black Rock, N. Y., 414; Utica, N. Y., 302.

Lackawanna Transportation Company, Northern Steamship Company, Green Bay Line, Clover Leaf Line, Lake Erie Transportation Company, Union Transit Company, Western Transit Company, Union Steamboat Company, Erie and Western Transportation Company, Lehigh Valley Transportation Company, at Buffalo, N. Y.

Western Union Telegraph Company.

Trackage contract with Syracuse, Binghamton and New York Railroad Company.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	96	96
Number wooden,	9	9
Number combination,	1	1
Trestles:		
Number,	7	7
Aggregate length (feet),	789.3	789.3
Tunnels:		
Number,	3	3
Maximum length (feet),	2,177	2,177
Minimum length (feet),	503	503
Aggregate length of all tunnels,	3,432	3,432
Telegraph:		
Miles of wire owned by this company,	277.30	277.30
Miles of wire operated by this company,	277.30	277.30
Gauge of track,	4 ft. 8 1-2 in.	

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Terminal facilities, piers 19, 41 and 58 and Bulkhead piers 40 and 42 North river, New York city, owned by the city of New York. Pier foot of South Ninth street, Williamsburg, New York, owned by the Brooklyn and New York Ferry Company.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Trunk Line Association, Freight Traffic Association Middle States.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Lackawanna Line, Great Eastern Line, Lackawanna Live Stock Transportation Company, American Refrigerator Transit Company, North West Despatch Fast Freight Line.

DELAWARE, SUSQUEHANNA AND SCHUYLKILL RAILROAD COMPANY.

Date of organization: Incorporated April 14, 1890. Articles filed April 17, 1890.

By what authority incorporated: Commonwealth of Pennsylvania, General Law of April 4, 1868 and supplements thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Eckley B. Coxé.	Drifton, Luzerne co., Pa., . . .	First Tuesday in March, 1894.
Alexander B. Coxé,	Drifton, Luzerne co., Pa., . . .	do. do.
Henry B. Coxé,	No 3, W. Thirtieth st., New York, . .	do. do.
E. B. Ely,	143 Liberty street, New York, . .	do. do.
Arthur McClellan,	Drifton, Luzerne co., Pa., . . .	do. do.
J. Brinton White,	Drifton, Luzerne co., Pa., . . .	do. do.

Date of last meeting of stockholders for election of directors: March 7, 1893.

Postoffice address of general office: Drifton, Luzerne county, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Eckley B. Coxé,	Drifton, Luzerne co., Pa.
Vice President,	E. B. Ely,	143 Liberty street, New York.
Secretary,	Arthur McClellan,	Drifton, Luzerne co., Pa.
Treasurer,	J. Brinton White,	Drifton, Luzerne co., Pa.
Chief Engineer,	E. Kudlich,	Drifton, Luzerne co., Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
The Delaware, Susquehanna and Schuylkill railroad.	Drifton,	Gowen,	28.63	28.68
Eckley branch,	Eckley Junction,	Eckley No. 10 breaker, . .	1.00	
Stockton branch,	Stockton Junction,	Stockton breaker, . . . .	.70
Beaver Meadow branch,	Beaver Meadow Y.,	Beaver Meadow breaker . .	2.02	
Oneida branch,	Oneida Junction,	Sheppton,	9.72	
Tomhicken branch,	Tomhicken Junction,	Tomhicken breaker,95	14.39
Harwood branch,	Harwood Junction,	Harwood breaker and works,	2.37	
Total mileage operated,			45.44	45.44

Note.—The total mileage given, 45.44 miles main track, is the standard gauge of 4 feet 9 inches, in addition to which there are the following narrow gauge tracks, owned and operated which are only of 4 feet gauge, viz:

Part of main line, Drifton to Gowen, from Deringer breaker to Gowen No. 1, mines,....	1.50
Part of Oneida branch, from Oneida breaker to Oneida Slope No. 3,	1.64
Total narrow gauge tracks,	3.14

In addition to the mileage noted, this company has the right to run over a portion of the Lehigh Valley Railroad Company's track to Lattimer and Hollywood breakers, covering 8.7-10 miles of main line, and 1.6-10 miles of sidings. But this track is operated by the Lehigh Valley Railroad Company, and not by the Delaware, Susquehanna and Schuylkill Railroad Company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$1,092,938 62	Capital stock,	\$1,000,000 00
Cost of equipment,	174,044 68	Current liabilities,	53,562 23
Cash and current assets,	561,148 76	Profit and loss,	774,569 83
Total,	\$1,828,132 06	Total,	\$1,828,132 06

IMPORTANT CHANGES DURING THE YEAR.

On June 20, 1893, the stockholders of the company authorized the issue of five hundred thousand dollars (\$500,000) in 4 per cent. bonds, secured by mortgage upon the road, rolling stock, etc., etc. The mortgage has been executed, but at this date (August 30, 1893), no bonds have been issued nor any money received on account of same.

Received during year ending June 30, 1893, six hundred thousand dollars (\$600,000), from issue of capital stock, which is now one million of dollars (\$1,000,000), being full amount of authorized issue.

CONTRACTS, AGREEMENTS, ETC.

Commenced carrying United States Mail on August 1, 1893.

Contracts with connecting roads for exchange of business varying with distance and other circumstances.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYL- VANIA.
Bridges :		
Number iron,	6	6
Trestles :		
Number,	6	6
Aggregate length (feet),	636	636
Telegraph :		
Miles of line owned by this company,	56.30	56.30
Miles of wire owned by this company,	56.30	56.30
Miles of line operated by this company,	56.30	56.30
Miles of wire operated by this company,	56.30	56.30

Gauge of track, 4 feet 9 inches for 43.07 miles, and 4 feet for 3.14 miles.

DILLSBURG AND MECHANICSBURG RAILROAD COMPANY.

Date of organization: Certificate of organization filed November 1, 1871.

By what authority incorporated: Laws of Pennsylvania, Act of April 4, 1868.

Operated by Cumberland Valley Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thomas B. Kennedy,	Chambersburg, Pa.,	Tuesday, May 1, 1894.
Edw. B. Watts,	Carlisle, Pa.,	do.
Henry McCormick,	Harrisburg, Pa.,	do.
J. Herman Bosler,	Carlisle, Pa.,	do.
Wm. Penn Lloyd,	Mechanicsburg, Pa.,	do.
Christian Bender,	Dillsburg, Pa.,	do.
Joseph Milleisen,	Mechanicsburg, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 2, 1893.

Postoffice address of general office: Chambersburg, Pa.

Postoffice address of operating company: Chambersburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	Thomas B. Kennedy,	Chambersburg, Pa.
Secretary,	W. M. Biddle,	do.
Treasurer,		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Dillsburg and Mechanicsburg Railroad Company.	Junction with Cumberland Valley railroad.	Dillsburg.	Cumberland Valley Railroad Company.	7.70	7.70

Operated by the Cumberland Valley Railroad Company, for ninety-nine years under lease executed January 1, 1873, upon the terms that the receipts from operation shall be applied to the cost of maintaining, keeping and perpetuating the property and the equipment used thereon, and all other expenses of operation, including taxes, insurance, etc. The balance, if any, to be paid to the lessor.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	\$215,793 53	Capital stock.	\$89,800 00
Cash and current assets.	70 00	Funded debt.	100,000 00
		Current liabilities.	13,759 28
		Profit and loss.	12,804 25
Total,	\$215,863 53	Total,	\$215,863 53

DOWNINGTOWN AND LANCASTER RAILROAD COMPANY.

Date of organization: July 30, 1888.
By what authority incorporated: General Law of April 8, 1861.
Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION ON TERM.
John P. Green.	Philadelphia.	May 7, 1894.
William A. Patton.	Philadelphia.	do.
Samuel Rea.	Philadelphia.	do.
N. P. Shortridge.	Wynnewood, Pa.,	do.
T. M. Storb.	New Holland, Pa.,	do.
John Keller.	Lancaster, Pa.	do.

Date of last meeting of stockholders for election of directors: May 1, 1893.
Postoffice address of general office: 233 South Fourth street, Philadelphia.
Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.		
TITLE.	NAME.	ADDRESS.
President,	Henry D. Welsh,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Downingtown and Lancaster railroad.	Downingtown.	Lancaster.	Pennsylvania Railroad Company.	37.98	37.98

Operated by Pennsylvania Railroad Company, under resolutions of the boards of directors of both companies. Rental, net earnings.

This arrangement from August 1, 1888, is terminable at the option of either party, on thirty days' notice.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$714,439 49	Capital stock,	\$405,650 00
Profit and loss,	139,020 20	Funded debt,	300,000 00
		Current liabilities,	147,809 69
Total,	\$853,459 69	Total,	\$853,459 69

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	11	11
Number wooden,	5	5
Trestles:		
Number,	2	2
Aggregate length,	140	140
Telegraph:		
Miles of line owned by this company,	39.01	39.01
Miles of wire owned by this company,	39.01	39.01
Miles of line operated by the Pennsylvania Railroad Company, lessee,	39.01	39.01
Miles of wire operated by the Pennsylvania Railroad Company, lessee,	39.01	39.01

Gauge of track, 4 ft. 9 in.

DUNKIRK, ALLEGHENY VALLEY AND PITTSBURG RAILROAD COMPANY.

Date of organization: December 31, 1872.

If a consolidated company, name the constituent companies: The Dunkirk, Allegheny Valley and Pittsburg Railroad Company, was formed by the consolidation of the Warren and Venango Railway Company, a corporation formed under the laws of the Commonwealth of Pennsylvania, and the Dunkirk, Warren and Pittsburg Railway Company. This latter company was formed May 14, 1870, by the consolidation of the Dunkirk, Warren and Pittsburg Railroad Company, a corporation formed under the laws of the State of New York, and the Conewango Valley Railway Company, a corporation formed under the laws of the Commonwealth of Pennsylvania.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Chauncey M. Depew,	New York, N. Y.,	Directors are holding over, annual meeting comes first Tuesday in December.
Cornelius Vanderbilt,	New York, N. Y.,	
Wm. K. Vanderbilt,	New York, N. Y.,	
Frederick W. Vanderbilt,	New York, N. Y.,	
Edwin D. Worcester,	New York, N. Y.,	
Charles C. Clark,	New York, N. Y.,	
Horace J. Hayden,	New York, N. Y.,	
Samuel F. Barger,	New York, N. Y.,	
H. Walter Webb,	New York, N. Y.,	
Dwight W. Pardee,	Brooklyn, N. Y.,	
Darwin Thayer,	Fredonia, N. Y.,	
Oscar W. Johnson,	Fredonia, N. Y.,	
Rasselas Brown,	Warren, Pa.,	

Date of last meeting of stockholders for election of directors: April 15, 1891.

Postoffice address of general office: Dunkirk, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Chauncey M. Depew,	Grand Central Station, New York.
Vice President,	H. Walter Webb,	do. do.
Secretary,	Dwight W. Pardee,	do. do.
Treasurer,	Edward V. W. Rossiter,	do. do.
Auditor,	John Carstensen,	do. do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Dunkirk, Allegheny Valley and Pittsburgh.	Dunkirk, N. Y., . . .	Titusville, Pa., . . .	90.6	48.3

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

The Dunkirk, Allegheny Valley and Pittsburgh Railroad, was leased to the New York Central and Hudson River Railroad Company, January 3, 1873, for the term of five hundred and one years from December 1, 1872, but is operated as an independent organization.

The consideration of the lease is the payment of 7 per cent. annually on mortgage bonds not exceeding \$3,200,000.00, and one and one-half per cent. dividend annually on 13,000 shares of stock.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$4,278,531 67	Capital stock,	\$1,300,000 00
Cost of equipment,	262,725 00	Funded debt,	2,900,000 00
Cash and current assets,	49,728 49	Current liabilities,	209,827 34
		Profit and loss,	181,157 82
Total,	\$4,590,985 16	Total,	\$4,590,985 16

CONTRACTS, AGREEMENTS, ETC.

American Express Company: One and one-half first class rates.

United States Government: Based on average weight of mails carried.

Red Line Transit Company, Merchants' Dispatch Transportation Company, Nickel Plate Line, proportion of through rates.

Various companies, for through business.

Western Union Telegraph Company: Railroad Company's messages sent free. Railroad Company furnish operators and repairers.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYL- VANIA.
Bridges:		
Number iron,	13	5
Number wooden,	15	9
Trestles:		
Number,	23	17
Aggregate length,	4.053	3.515
Telegraph:		
Miles of line operated by this company,	90.6	48.3
Miles wire operated by this company,	90.6	48.3
Miles of line operated by Western Union Telegraph Company,	90.6	48.3
Miles of wire operated by Western Union Telegraph Company,	391.4	349.1
Gauge of track,	4 ft. 8 1-2 in.	

QUESTIONS FOR GENERAL INFORMATION

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Dunkirk, N. Y., passenger station, New York, Lake Erie and Western Railroad; Falconer Junction, N. Y., passenger station, Mrs. C. E. Moon; Irvineton, Pa., passenger and freight station, Mr. R. A. Kinmar; Dunkirk, N. Y., general offices, Merchants' National Bank.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Central Traffic Association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Red Line Transit Company, Empire Line, Merchants' Despatch Transportation Company, Nickel Plate Line and Green Line.

EAST BROAD TOP RAILROAD AND COAL COMPANY.

Date of organization: July 3, 1871.

By what authority incorporated: Special Acts, April 16, 1856; May 14, 1857; April 20, 1864; May 24, 1871; March 7, 1872; March 23, 1872; April 30, 1873.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRA- TION OF TERM.
Wm. A. Ingham,	Philadelphia, Pa.,	January, 1894.
Edward Roberts, Jr.,	Philadelphia, Pa.,	do.
William Lilly,	Mauch Chunk, Pa.,	do.
Percival Roberts,	Philadelphia, Pa.,	do.
Edward R. Wood,	Philadelphia, Pa.,	do.
John R. Fell,	Philadelphia, Pa.,	do.
G. Theo. Roberts,	Philadelphia, Pa.,	do.
John Markle,	Jeddo, Pa.,	do.

Date of last meeting of stockholders for election of directors: January, 1893.

Postoffice address of general office: 320 Walnut street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	Wm. A. Ingham,	Philadelphia.
Vice President,	Edward Roberts, Jr.,	Philadelphia.
Secretary,	J. E. Haverstick,	Philadelphia.
Treasurer,	A. W. Sims,	Rockhill Furnace, Pa.
Chief Engineer,	Edward Roberts, III.,	Philadelphia, Pa.
Auditor,		

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	TO—		
<i>Owned.</i> East Broad Top Railroad and Coal Company,	Mount Union, Pa..	Woodvale Park, Pa..	31.10	31.10
<i>Leased.</i> Shade Gap railroad,	Rockhill Furnace, Pa..	Nancy Mine,	11.16	11.16
Booher branch,	Junction,	Booher Mine,	2.36	2.36
Total mileage operated.			44.62	44.62

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$943,943 00	Capital stock,	\$815,589 43
Cost of equipment,	200,414 48	Funded debt,	542,888 88
Bonds of other companies owned, . .	1,000 00	Current liabilities,	21,420 80
Stocks of other companies owned, . .	90,584 76		
Profit and loss,	143,956 87		
Total,	\$1,379,899 11	Total,	\$1,379,899 11

CONTRACTS, AGREEMENTS, ETC.

Do our own express business.

Amount paid for carrying mails by United States Government.

Operate the Rockhill Telegraph Company, and maintain line for the receipts.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	5	5
Number wooden,	14	14
Trestles:		
Number,	2	2
Aggregate length (feet),	230	230
Tunnels:		
Number,	2	2
Maximum length (feet),	1,130	1,130
Minimum length (feet),	850	850
Aggregate length of all tunnels (feet),	1,980	1,980
Telegraph:		
Miles of line operated by this company,	30	30
Miles of wire operated by this company,	30	30

Gauge of track, 3 feet.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Mount Union Ticket Office. I. C. Coldwell, Tyrone, Pa.

EAST MAHANOEY RAILROAD COMPANY.

Date of organization: March 9, 1856.

By what authority incorporated: Pennsylvania, Act April 21, 1854 and supplements.

Operated by The Philadelphia and Reading Railroad Company

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. Lowber Welsh,	Philadelphia, Pa.,	Second Monday in January, 1894.
A. J. Antelo,	do.	do. do.
Geo. DeB. Keim,	do.	do. do.
W. R. Taylor,	do.	do. do.
Thomas McKean,	do.	do. do.
Jas. Boyd,	do.	do. do.

Date of last meeting of stockholders for election of directors: January 9, 1893.
Postoffice address of general office: Reading Terminal Building, Philadelphia, Pa.
Postoffice address of operating company: Reading Terminal Building, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Joseph S. Harris,	Philadelphia, Pa.
Secretary,	Howard Hancock,	do.
Treasurer,	John Welch,	do.
Comptroller,	D. Jones,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
East Mahanoy Railroad Company.	East Mahanoy Junction.	Waste House Run, Pa.	Philadelphia and Reading Railroad Company.	14.10	14.10

Leased to the Little Schuylkill Navigation Railroad and Coal Company, January 12, 1863, for 99 years; sub-leased to the Philadelphia and Reading Railroad Company, July 7, 1868, for remainder of term.
Lessee pays all expenses of operation and to this company as rental a sum equal to 6 per cent. on the capital stock, and an additional sum not exceeding \$2,000.00 per annum for State taxes and sundry expenses.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$497,792 68	Capital stock,	\$497,750 00
Cash and current assets,	21,519 43	Current liabilities,	21,562 11
Total,	\$519,312 11	Total,	\$519,312 11

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	2	2
Number iron,	7	7
Number wooden,	12	12
Trestles:		
Number,	1	1
Aggregate length (feet),	3,403	3,403
Gauge of track,	4 ft. 8 1-2 in.	

EAST PENNSYLVANIA RAILROAD COMPANY.

Date of organization: April 21, 1857.

By what authority incorporated: Pennsylvania, Act of March 9, 1856 and supplements.

Operated by The Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Joseph F. Sinnott,	Philadelphia,	Second Monday in January, 1894.
A. J. Antelo,	Philadelphia,	do. do.
Thomas Dolan,	Philadelphia,	do. do.
Thomas Hart,	Philadelphia,	do. do.
B. Borie,	Philadelphia,	do. do.
James Boyd,	Norristown, Pa.,	do. do.
Geo. DeB. Keim,	Philadelphia,	do. do.
Geo. B. Stetzel,	Reading, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: January 9, 1893.

Postoffice address of general office: Reading Terminal Building, Philadelphia, Pa.

Postoffice address of operating company: Reading Terminal Building, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Joseph S. Harris,	Philadelphia.
Secretary,	Howard Hancock,	Philadelphia.
Treasurer,	John Welch,	Philadelphia.
Comptroller,	D. Jones,	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
East Pennsylvania Railroad.	Reading, Pa.,	Allent'n. Pa.	The Philadelphia and Reading Railroad Company.	36.00	36.00

Leased to the Philadelphia and Reading Railroad Company, May 19, 1869, for 999 years.

Lessee pays dividend of 6 per cent. per annum on capital stock and taxes and interest on mortgage bonds.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$1,905,586 01	Capital stock,	\$1,730,450 00
Sundries,	481,540 82	Funded debt,	495,000 00
		Current liabilities,	45 89
		Profit and loss,	161,630 94
Total,	\$2,387,126 83	Total,	\$2,387,126 83

CHARACTERISTICS OF ROAD.		
	ON WHOLE LENGTH OF ROAD.	IN PENN- SYLVANIA.
Bridges:		
Number stone,	13	13
Number iron,	8	8
Number combination,	31	31
Telegraph:		
Miles of line operated by Philadelphia, Reading and Pottsville Telegraph Company,	36	36
Miles of wire operated by Philadelphia, Reading and Pottsville Telegraph Company,	36	36
Gauge of track,	4 ft. 8 1-2 in.	

EDGEWOOD RAILROAD COMPANY.

Date of organization: January 1, 1873.
By what authority incorporated: General Law.
Operated by Hampton Coal Mines.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
* W. H. Shoenerberger, . .	Cincinnati, O.	Robt. Dickson,	Pittsburg, Pa.
T. C. Dickson,	Pittsburg, Pa.	C. H. Armstrong, . . .	Pittsburg, Pa.
C. L. Fitzhugh,	Pittsburg, Pa.		

Date of last meeting of stockholders for election of directors: January 1, 1873.
Postoffice address of general office: 1425 Liberty street, Pittsburg, Pa.
Postoffice address of operating company: 1425 Liberty street, Pittsburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Wm. H. Shoenerberger,	Cincinnati, O.
Secretary,	E. P. Loy,	Pittsburg, Pa.
Treasurer,	T. C. Dickson,	Pittsburg, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Penn- sylvania.
	From-	To		
Edgewood Railroad Company. . . .	Edgewood Intersec- tion of Pennsyl- vania R. R. Co.	Hampton Coal Mines,	1.6	1.6

* Deceased.

NOTE.—This organization is not kept up, a decree of court having been rendered against it. It is merely a lateral railroad for taking the coal from the Hampton Coal Mines, and is operated by the coal mines. All the traffic consists in running the coal cars by gravity to the Pennsylvania Railroad, and empty cars being hauled back by locomotive. No passenger coach was ever run over it, and practically it is on the same basis as a switch to one of the Pittsburg mills would be. The road is owned and operated by the Hampton Coal Mines. The officers named were those elected at the organization, and no election has been held since that time.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYL- VANIA.
Trestles:		
Number,	1	1
Aggregate length (feet).	100	100
Gauge of track,	4 ft. 9 in.	

ELMIRA AND WILLIAMSPORT RAILROAD COMPANY.

Date of organization: April 17, 1860.

By what authority incorporated: Originally the Williamsport and Elmira Railroad Company, under special Acts of the Commonwealth of Pennsylvania, June 9, 1832, April 15, 1835, June 20, 1839, April 14, 1843, March 26, 1846, April 5, 1849, April 30, 1850 and by the State of New York, April 9, 1850.

Foreclosed and reorganized April 17, 1860, under the name of the Elmira and Williamsport Railroad Company, under special Act of the Commonwealth of Pennsylvania, March 12, 1860.

Operated by the Northern Central Railway Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRA- TION OF TERM.
Wm. Read Fisher,	Philadelphia, Pa.,	May 7, 1894.
Lewis P. Geiger,	Philadelphia, Pa.,	do.
William D. Neilson,	Philadelphia, Pa.,	do.
Henry A. Fonda,	Milton, Pa.,	do.
Murray Gorgas,	Philadelphia, Pa.,	do.
Conrad Diehl,	New York City,	do.

Date of last meeting of stockholders for election of directors: May 1, 1893.

Postoffice address of general office: 215 South Fifth street, Philadelphia, Pa.

Postoffice address of operating company: The Northern Central Railway Company, Baltimore, Maryland.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Thomas Neilson,	Philadelphia, Pa.
Secretary,	Lewis P. Geiger,	do.
Treasurer,		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Elmira and Williamsport Railroad.	Williams- port, Pa.	Elmira, N. Y.	The Northern Central Rail- way Company.	75.50	63.00

The Elmira and Williamsport Railroad is leased for 999 years from May 1, 1863, to the Northern Central Railway Company, under contract dated April 15, 1863.

The terms of the lease provide for the payment of the interest on the funded debt of the Elmira and Williamsport Railroad Company, and annual dividends of 7 per cent. on its preferred stock, and 5 per cent. on its common stock—less taxes—and \$3,000.00 per annum for organization expenses.

All improvements, betterments, etc., to be made by the lessee at their own expense.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$2,218,000 00	Capital stock,	\$1,000,000 00
Cost of equipment,	352,000 00	Funded debt,	1,550,000 00
Stocks of other companies owned, .	3,309 39	Current liabilities,	30,095 00
Cash and current assets,	38,436 88	Accrued interest on funded debt not yet payable,	7,125 00
		Profit and loss,	4,526 27
Total,	\$2,611,746 27	Total,	\$2,611,746 27

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? The lessee may pay off or renew at maturity.

ELLWOOD CONNECTING RAILROAD COMPANY.

Date of organization: April 11, 1892.

By what authority incorporated: April 4, 1868 and all acts supplementary thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John G. Robinson,	Pittsburg, Pa.,	January 23, 1894.
Jas. M. Bailey,	Pittsburg, Pa.,	do.
Geo. B. Motheral,	Pittsburg, Pa.,	do.
H. W. Hartman,	Ellwood City,	do.

Date of last meeting of stockholders for election of directors: January 9, 1893.

Postoffice address of general office: Pittsburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. H. Reed,	Pittsburg, Pa.
Treasurer,	Jno. G. Robinson,	do.
Chief Engineer,	F. F. House,	do.
Auditor,	C. H. Bronson,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Ellwood Connecting railroad,	Junction of Pittsburg and Lake Erie railroad.	Junction of B. & E. railroad.	.68	.68

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$63,443 48	Capital stock,	\$50,000 00
Cash and current assets,	283 18	Current liabilities,	13,726 66
Total,	\$63,726 66	Total,	\$63,726 66

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYL- VANIA.
Bridges : Number iron,	1	1
Trestles : Number,	1	1
Aggregate length (feet),	171.2	171.2

EMPORIUM AND RICH VALLEY RAILROAD COMPANY.

Date of organization: February 16, 1891.
By what authority incorporated: Act of 1868 and supplement of 1874.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Henry Auchn,	Emporium, Pa.,	Third Tuesday in January, 1894.
Joseph Kaye,	Emporium, Pa.,	do. do.
Josiah Howard,	Emporium, Pa.,	do. do.
B. W. Green,	Emporium, Pa.,	do. do.
Geo. A. Walker,	Emporium, Pa.,	do. do.
J. D. Logan,	Emporium, Pa.,	do. do.
W. H. Howard,	Emporium, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: January 17, 1893.
Postoffice address of general office: Emporium, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Henry Auchn,	Emporium, Pa.
Vice President,	George A. Walker,	Emporium, Pa.
Secretary,	Josiah Howard,	Emporium, Pa.
Treasurer,	H. H. Cox,	Emporium, Pa.
Chief Engineer,	E. H. Welch,	Lock Haven, Pa.
General Solicitor, Attorney or Counsel,	B. W. Green,	Emporium, Pa.
Auditor,	Josiah Howard,	Emporium, Pa.
General Manager,	Joseph Kaye,	Emporium, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Penn- sylvania.
	From—	To—		
Emporium and Rich Valley Rail- road Company.	Emporium, Pa., . . .	Bustard Hollow, Pa.,	9.60	9.60

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$81,518 87	Capital stock,	\$100,000 00
Cost of equipment,	23,743 78	Current liabilities,	11,876 19
Profit and loss,	6,613 54		
Total,	\$111,876 19	Total,	\$111,876 19

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENN- SYLVANIA.
Bridges:		
Number wooden,	11	11
Trestles:		
Number,	1	1
Aggregate length (feet),	40	40
Gauge of track,	4 ft. 8 1-2 in.	

ENGLESIDE RAILROAD COMPANY.

Date of organization: Articles of association filed September 22, 1892.

By what authority incorporated: Act approved April 4, 1863 and supplements thereto.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRA- TION OF TERM.
Robert S. Beatty,	Philadelphia, Pa.,	January 8, 1894.
C. William Bergner,	Philadelphia, Pa.,	do.
Wm. A. Patton,	Radnor, Delaware county, Pa.,	do.
Frederick W. Schwarz,	Philadelphia, Pa.,	do.
Nathan Spering,	Philadelphia, Pa.,	do.
John B. Stauffer,	Philadelphia, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 9, 1893.

Postoffice address of general office: 233 South Fourth street, Philadelphia, Pa.

Postoffice address of operating company: Pennsylvania Railroad Company, 233 South Fourth street, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.
President,	Wm. J. Latta.
Secretary,	Albert Hewson,
Treasurer,	

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	*TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Engleside railroad. .	A connection with the "Connecting Railway" near 32d street and Jefferson street and southward along 32 street.	A point on 32d street about 160 feet north of north side of Thompson street.	Pennsylvania Railroad Company.	.17	.17
	With sidings.		Pennsylvania Railroad Company.	.43	.43
Total mileage, . . . . .				.60	.60

*All in the Twenty-ninth ward of the city of Philadelphia.

Operated by the Pennsylvania Railroad Company as a siding.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	\$11,700 05	Capital stock.	\$30,000 00
Cash and current assets.	18,970 53	Current liabilities.	789 20
Profit and loss.	118 62		
Total.	\$30,789 20	Total.	\$30,789 20

CHARACTERISTICS OF ROAD.

Gauge of track, 34 ft. 9 in.

ERIE AND PITTSBURGH RAILROAD COMPANY.

Date of organization: June 28, 1858.

By what authority incorporated: Special Act of Legislature of Pennsylvania, passed April 1, 1858. Supplementary Act of Legislature of Pennsylvania, passed April 28, 1858.

Operated by Pennsylvania Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Charles H. Strong.	Erie, Pa..	Second Monday of January, 1891.
Joseph McCarter.	Erie, Pa.,	do. do.
Matthew H. Taylor.	Erie, Pa.,	do. do.
Charles S. Fairchild.	New York, N. Y.,	do. do.
George B. Roberts.	Philadelphia, Pa.,	do. do.
James McCrear.	Pittsburgh, Pa.,	do. do.
William Brewster.	Erie, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: Monday, January 9, 1893.

Postoffice address of general office: Erie, Pa.

Postoffice address of operating company: Pennsylvania Company, Pittsburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	Charles H. Strong,	Erie, Pa.
Vice President,	Joseph McCarter,	do.
Secretary,	William Brewster,	do.
Treasurer,		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Erie and Pittsburgh, . .	Girard. . . .	New Castle,	Pennsylvania Company, .	81	81
Erie and Pittsburgh, . .	Dock Junction,	Harbor of	Pennsylvania Company, .	3.47	3.47
		Erie.			
Total mileage,				84.47	84.47

Leased to the Pennsylvania Railroad Company for 999 years, from March 1, 1870.
The lease was assigned by the said Pennsylvania Railroad Company to the "Pennsylvania Company," by which latter company the Erie and Pittsburg Railroad is operated.
Terms of the lease—Rental, 7 per centum per annum on the capital stock of the company; the annual interest on the bonded indebtedness of the company; all taxes and the sum of \$2,500.00 per annum towards expenses of maintenance of the organization of the company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$3,200,280 66	Capital stock,	\$1,998,400 00
Cost of equipment,	1,895,725 18	Funded debt,	3,395,200 00
Stocks of other companies owned, . .	11,860 88	Current liabilities,	9,504 87
Cash and current assets,	12,129 83		
Erie extension canal,	155,000 00		
Betterments,	111,313 96		
Other assets:			
Sundries,	829 24		
Profit and loss,	15,965 12		
Total,	\$5,403,104 87	Total,	\$5,403,104 87

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? By mortgage upon all its property, income and franchise.

ERIE AND PITTSBURG RAILROAD COMPANY—PENNSYLVANIA COMPANY OPERATING.

For history of lessee company, see report of Pennsylvania Company.
History of lessor company should be reported by Erie and Pittsburg Railroad Company.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From--	To--		
Erie and Pittsburg Railroad.	New Castle, Pa.,	Girard Junction, Pa. . .	81.00	84.47
Dock branch at Erie, Pa., .	Junction with main line.	State street, Erie, Pa., .	3.47	
* Lake Shore and Michigan Southern railway.	Girard Junction, Pa. . . .	Erie, Pa.,	16.74	16.74
Total mileage operated.	.....	.....	101.21	101.21

* Used jointly under trackage rights.

CONTRACTS, AGREEMENTS, ETC.

Express: The Adams Express Company pays this company 40 per cent. of its gross receipts from general traffic and 70 per cent. of gross receipts from oyster traffic.

Mails: The compensation for the transportation of mails is a fixed annual rate per mile of road, decided by the extent of the service performed, based upon the actual weight of mails carried for thirty consecutive days during each quadrennial period.

Freight or transportation companies or lines: The Star Union Line transacts business at current rates, the expenses of conducting the same being borne by the roads over which it operates, in the proportion of the earnings therefrom of each to the whole. Customary rates are also paid for the use of Union Line cars.

Other railroad companies: Rentals are received and paid under contracts with other companies.

Telegraph companies: The Western Union Telegraph Company pays a fixed sum for certain telegraph privileges, and also receives a proportion of receipts and pays a proportion of the expenses to telegraph line located on line of Erie and Pittsburg Railroad.

Other contracts: The Union News Company pays a fixed rental for privileges granted over this road.

The Travelers Insurance Company pays a proportion of its gross receipts for privileges and facilities granted at sundry stations.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone.	6	6
Number iron,	16	16
Number wooden.	21	21
Trestles:		
Number,	24	24
Aggregate length (feet),	3,047	3,047
Telegraph:		
Miles of line operated by this company jointly with Western Union Telegraph Company.	81.0	81.0
Miles of wire operated by this company.	195.4	195.4
Miles of wire operated by Western Union Telegraph Company.	122.7	122.7
Gauge of track,	4 ft. 9 in.	

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? Should be reported by lessor company.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Star Union Line.

ERIE AND WYOMING VALLEY RAILROAD COMPANY.

Date of organization: November 6, 1882.

By what authority incorporated: Act of General Assembly of Pennsylvania, approved June 8, 1874.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John B. Smith,	Dunmore, Pa.,	Next annual meeting, June, 1894.
Edwin H. Mead,	1 Broadway, N. Y.,	do. do.
John King,	21 Cortlandt street, N. Y.,	do. do.
Eben B. Thomas,	21 Cortlandt street, N. Y.,	do. do.
A. H. McClintock,	Wilkes-Barre, Pa.,	do. do.
George H. Catlin,	Scranton, Pa.,	do. do.
Samuel Hines,	Scranton, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: June 6, 1893.

Postoffice address of general office: Dunmore, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John B. Smith,	Dunmore, Pa.
Vice President,	A. H. McClintock,	Wilkes-Barre, Pa.
Secretary,	M. B. Mead,	1 Broadway, N. Y.
Treasurer,	George B. Smith,	Dunmore, Pa.
Chief Engineer,	A. Blackinton,	Dunmore, Pa.
Auditor,	William Gillmore,	Dunmore, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Erie and Wyoming Valley,	Hawley,	Port Blanchard,	48
Scranton branch,	Main line,	Scranton,	4
Brownsville branch,	Main line,	Brownsville breaker,	1
Old Forge branch,	Main line,	Old Forge,	1
Wyoming Junction branch,	Avoca,	Wyoming Junction,	2
Gypsy Grove branch,	Winton branch,	Gypsy Grove breaker,	3
No. 6 Breaker branch,	Main line,	No. 6 breaker,	1
Barnum Breaker branch,	Main line,	Barnum breaker, . . . . .	.50
Maplewood branch,	Main line,	Lake Henry, . . . . .	.50
Jones Lake branch,	Main line,	Lake Ariel,	1.25
Total mileage operated,			62.25

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$5,251,966 68	Capital stock,	\$1,500,000 00
Cost of equipment,	104,206 24	Funded debt,	3,000,000 00
	\$5,356,172 92	Current liabilities,	551,512 69
Cash and current assets,	78,869 90	Profit and loss,	383,530 13
Total,	\$5,435,042 82	Total,	\$5,435,042 82

CHARACTERISTICS OF ROAD.

Bridges:	
Number stone,	4
Number iron,	29
Number wooden,	3
Trestles:	
Number,	3
Aggregate length,	545 feet.
Telegraph:	
Miles of line owned by this company,	45
Miles of wire owned by this company,	45
Miles of line operated by this company,	45
Miles of wire operated by this company,	45
Gauge of track,	4 ft. 8 1-2 in.

FALL BROOK RAILWAY COMPANY.

Date of organization: July 1, 1892. Succeeding Corning, Cowanesque and Antrim Railway Company.

By what authority incorporated: Corning, Cowanesque and Antrim Railway Company, Laws of State of New York, 1869, Chapter 917. Laws of State of Pennsylvania, approved May, 17, 1861.

Name changed to Fall Brook Railway Company, July 1, 1892, by order of the Supreme Court, special term, Schuyler county, New York, June 21, 1892. By order of Hon. John I. Mitchell, President Judge, Court of Common Pleas, of Tioga county, April term, 1892. No. 151.

If a consolidated company, name the constituent companies: Blossburg and Corning Railroad Company, Chapter 191, Laws of State of New York, 1826. The Tioga Coal, Iron, Mining and Manufacturing Company was incorporated with power to construct Slack Water Navigation, by which Act was amended by Chapter 81, Laws 1833, authorizing the construction of a railroad. Chapter 90, Laws 1851, name changed to the Corning and Blossburg Railroad Company. The road sold at sheriff's sale and reorganized March 19, 1854, under General Laws State of New York, April 2, 1850, under the name of Blossburg and Corning Railroad Company, wholly in the State of New York.

Wellsboro and Lawrenceville Railroad Company, organized by Act of Legislature of Pennsylvania, April 4, 1867, supplements to same March 29, 1868, and May 10, 1871, wholly in State of Pennsylvania.

Cowanesque Valley Railroad Company organized by Act of Legislature of Pennsylvania, approved April 9, 1869, supplement approved March 29, 1871, wholly in Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS	DATE OF EXPIRATION OF TERM.
George J. Magee,	Watkins, N. Y.,	November 8, 1893.
John Lang,	Watkins, N. Y.,	do.
Daniel Beach,	Watkins, N. Y.,	do.
John Magee,	Watkins, N. Y.,	do.
Daniel O. Howell,	Bath, N. Y.,	do.
Henry Sherwood,	Wellsboro, Pa.,	do.
Duncan S. Ellsworth,	Watkins, N. Y.,	do.

Date of last meeting of stockholders for election of directors: November 22, 1892.

Postoffice address of general office: Watkins, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	George J. Magee,	Corning, N. Y.
First Vice President,	John Lang,	do.
Second Vice President,	Daniel Beach,	do.
Secretary,	John Magee,	do.
Treasurer,	John H. Lang,	do.
Chief Engineer,	S. T. Hayt, Jr.,	do.
General Counsel,	Daniel Beach,	do.
Auditor,	William Nicholson,	do.
Traffic Manager,	E. F. Kershner,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Fall Brook Railway,	Corning, N. Y.,	Antrim, Pa.,	53	38
Cowanesque Valley Branch,	Lawrenceville, Pa.,	Mills, Pa.,	33.30	33.30
Fall Brook Branch,	Blossburg, Pa.,	Fall Brook, Pa.,	7.20	7.20
Total mileage operated,			93.50	78.50

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$2,721,543 35	Capital stock,	\$5,000,000 00
Cost of equipment,	2,117,295 11	Funded debt,	710,000 00
Other permanent investments,	44,260 17	Current liabilities,	310,383 83
Cash and current assets,	1,388,209 79	Accrued interest on funded debt not yet payable,	7,100 00
		Profit and loss,	249,824 59
Total,	\$6,277,308 42	Total,	\$6,277,308 42

CONTRACTS, AGREEMENTS, ETC.

The American Express Company pays first class rates, cars furnished and maintained by Railway Company.

Mails: Compensation fixed by United States Government. On main line \$3,886.13 per annum; on C. V. branch, \$2,451.49 per annum; on Fall Brook branch, \$331.31 per annum.

The Red Line, Black Line, White Line, Nickel Plate Line, Interstate Despatch, Hoosac Tunnel and West Shore Line, Merchants Despatch, Erie Despatch Line, S. W. Despatch and Commercial Express Line, all on same terms.

Western Union Telegraph Company pay for use of line one-half of gross receipts.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	65	46
Number wooden,	7	7
Trestles:		
Number,	31	31
Aggregate length (feet),	1,716	1,716
Telegraph:		
Miles of line owned by this company,	53	38
Miles of wire owned by this company,	106	76
Miles of line operated by P. and N. Y. Telegraph and Telephone Company (C. V. Br.),	34	31
Miles of wire operated by P. and N. Y. Telegraph and Telephone Company (C. V. Br.),	34	31
Gauge of track,	4 ft. 8 1-2 in.	

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? Payment, \$180,000.00 per annum.

FALLS CREEK RAILROAD COMPANY.

Date of organization: July 11, 1889.

By what authority incorporated: General Laws and supplements ther.to.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
R. H. Williams,	Buffalo, N. Y.,	July 22, 1893.
J. R. Williams,	Buffalo, N. Y.,	do.
F. A. Bell,	Buffalo, N. Y.,	do.
A. G. Yates,	Rochester, N. Y.,	do.

Date of last meeting of stockholders for election of directors: July 22, 1892.
 Postoffice address of general office: Falls Creek, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	R. H. Williams,	Buffalo, N. Y.
Vice President,	F. A. Bell,	do.
Secretary,	Charles Clifton,	do.
Treasurer,	R. W. Macpherson,	do.
Auditor,		

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Falls Creek railroad,	Falls Creek, Pa., . .	London Mine, Pa., .	3	3

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$27,196 89	Capital stock,	\$30,000 00
Cost of equipment,	2,299 74	Current liabilities,	44 87
Cash and current assets,	2,904 80	Profit and loss,	2,356 56
Total,	\$32,401 43	Total,	\$32,401 43

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges: Number wooden,	1	1

Gauge of track, 4 ft. 8 1-2 in.

FAYETTE COUNTY RAILROAD COMPANY.

Operated by the Pittsburg and Connellsville Railroad Company; now operated by Baltimore and Ohio Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
E. B. Dawson,	Uniontown, Pa.	Nathaniel Ewing, . . .	Uniontown, Pa.
Dr. F. C. Robinson, . . .	Uniontown, Pa.	J. V. Thompson,	Uniontown, Pa.
Wm. L. Robinson,	Pittsburg, Pa.	Jacob M. Beeson, . . .	Hopwood, Pa.
no. K. Ewing,	Uniontown, Pa.		

Date of last meeting of stockholders for election of directors: May 5, 1879.

Postoffice address of general office: Uniontown, Pa.

Postoffice address of operating company: Baltimore and Ohio Railroad Company, Baltimore, Maryland.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	E. B. Dawson,	Uniontown, Pa.
Secretary,	J. V. Thompson,	do.
Treasurer,		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Fayette County Railroad Company.	Uniontown,	Connellsville	Pittsburg and Connellsville Railroad Company under B. and O. R. R. Co.	12½	12½

The Fayette County Railroad Company is leased to the Pittsburg and Connellsville Railroad Company (now Baltimore and Ohio Railroad Company), for 99 years, from November 1, 1864.

FERNEY MOUNTAIN RAILROAD COMPANY.

Date of organization: January, 1890. Chartered July, 1890.

By what authority incorporated: Formation and regulation of corporations in Pennsylvania, 1874-1889. Pages 388 and 389 Brightly's Digest.

Operated by Ferney Mountain Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Daniel Shepp,	Tamaqua, Pa.,	July 1, 1894.
M. M. McMillan,	Mahanoy City,	do.
John J. Hursh,	Tamaqua, Pa.,	do.
William Boyer,	Lock Haven, Pa.,	do.
Israel Boyer,	Lock Haven, Pa.,	do.
L. F. Fritsch,	Tamaqua, Pa.,	do.
William Jones,	Tamaqua, Pa.,	do.
F. P. Spiece,	Tamaqua, Pa.,	do.
James F. Fisher,	Tamaqua, Pa.,	do.

Date of last meeting of stockholders for election of directors: July 1, 1893.

Postoffice address of general office: Tamaqua, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Daniel Shepp,	Tamaqua, Pa.
Vice President,	M. M. McMillan,	Mahanoy City, Pa.
Secretary,	L. F. Frisch,	Tamaqua, Pa.
Treasurer,	John J. Hursh,	Tamaqua, Pa.
General Manager,	Daniel Shipp,	Tamaqua, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Ferney Mountain Railroad Co., . .	Ferney, Pa.,	Waterville, Pa., . . .	21	21

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$16,819 20	Capital stock,	\$20,000 00
Cost of equipment,	6,127 19	Profit and loss,	2,946 39
Total,	\$22,946 39	Total,	\$22,946 39

GETTYSBURG AND HARRISBURG RAILWAY COMPANY.

Date of organization: July 16, 1891.

By what authority incorporated: Pennsylvania, act for the formation and regulation of railroad corporations, April 4, 1868 and supplements.

If a consolidated company, name the constituent companies: Consolidation of the Gettysburg and Harrisburg Railroad Company, chartered in 1883, and the South Mountain Railway and Mining Company, chartered in 1877.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
J. H. Loomis,	Philadelphia.	C. K. Klink,	Philadelphia.
James M. Landis,	Philadelphia.	H. T. Naisby,	Philadelphia.
R. Weston,	Philadelphia.	Richard Tull,	Philadelphia.

Date of last meeting of stockholders for election of directors: January 9, 1893.

Postoffice address of general office: Reading Terminal Building, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Joseph S. Harris,	Philadelphia.
Secretary,	W. R. Taylor,	Philadelphia.
Treasurer,	W. A. Church,	Philadelphia.
Comptroller,	D. Jones,	Philadelphia.

PROPERTY OPERATED.

NAME	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Gettysburg and Harrisburg Railway Company,	Carlisle, Pa., Gettysburg, Pa.,	Gettysburg, Pa., Round Top, Pa.,	31.60 $\frac{1}{2}$ 3 00 $\frac{1}{2}$	34.60

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$1,126,356 58	Capital stock,	\$600,000 00
Cost of equipment,	95,302 93	Funded debt,	573,000 00
Cash and current assets,	470 42	Current liabilities,	125,426 57
Profit and loss,	\$4,234 19	Accrued interest on funded debt not yet payable,	7,937 55
Total,	\$1,806,364 12	Total,	\$1,806,364 12

CONTRACTS, AGREEMENTS, ETC.

United States Mail: Rate per mile.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	1	1
Number iron,	3	3
Trestles:		
Number,	33	33
Aggregate length (feet),	2,696	2,696
Telegraph:		
Miles of line operated by Philadelphia, Reading and Pottsville Telegraph Company,	31.60	31.60
Miles of wire operated by Philadelphia, Reading and Pottsville Telegraph Company,	45.10	45.10
Gauge of track,	4 ft. 8 1-2 in.	

GREENLICK RAILWAY COMPANY.

Date of organization: October 14, 1874. Reorganized June 17, 1892.

By what authority incorporated: Under the Laws of the State of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
George A. Hogg,	Pittsburg, Pa.,	June 30, A. D. 1894.
Frank T. Hogg,	Pittsburg, Pa.,	do.
Nathaniel B. Hogg, Jr.,	Brownsville, Pa.,	do.
Daniel H. Pershing,	Stauffer, Pa.,	do.
Edwin Miles,	Pittsburg, Pa.,	do.
George K. Miles,	Pittsburg, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 31, 1893.

Postoffice address of general office: Stauffer, Westmoreland county, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Daniel H. Pershing,	Stauffer, Westmoreland county, Pa.
Secretary,	Minnie S. Pershing,	Stauffer, Westmoreland county, Pa.
Treasurer,		
General Solicitor, Attorney or Counsel,	Will A. Hogg,	Uniontown, Pa.
General Manager,	Daniel H. Pershing,	Stauffer, Westmoreland county, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Penn- sylvania.
	From—	To—		
Greenlick railway,	Greenlick Junction, .	Ore Mines,	3.8	3.8

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$9,000 00	Capital stock,	\$45,000 00
Cash and current assets,	19 95	Current liabilities,	24 35
Other assets:			
Sinking fund,	36,000 00		
Profit and loss,	4 40		
Total,	\$45,024 35	Total,	\$45,024 35

CHARACTERISTICS OF ROAD.

	OF WHOLE LENGTH OF ROAD.	IN PENNSYL- VANIA.
Bridges:		
Number wooden,	7	7
Trestles:		
Number,	3	
Aggregate length (feet),	227	
Gauge of track,		3 feet.

HANOVER AND YORK RAILROAD COMPANY.

Date of organization: July 9, 1873.

By what authority incorporated: Special Act, April 21, 1873.

If a consolidated company, name the constituent companies: Littlestown Railroad Company, incorporated June 10, 1864; consolidated with Hanover and York Railroad Company, December 31, 1892.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John P. Green,	Philadelphia,	February 14, 1894.
William A. Patton,	Philadelphia,	do.
N. Parker Shortridge,	Philadelphia,	do.
George D. Klinefelter,	Hanover, Pa.,	do.
George P. Smyser,	York, Pa.,	do.
John S. Young,	Hanover, Pa.,	do.

Date of last meeting of stockholders for election of directors: February 15, 1893.
Postoffice address of general office: 233 South Fourth street, Philadelphia.
Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Henry D. Welsh,	Philadelphia.
Secretary,	Albert Hewson,	Philadelphia.
Treasurer,	Taber Ashton	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To.—			
Hanover and York railroad.	Maryland State Line.	York,	Pennsylvania Railroad Co.,	27.65	27.65

Operated by the Pennsylvania Railroad Company, under resolutions of the boards of directors, adopted January 3, 1893.
Rental, net earnings.
This arrangement is terminable at the option of either party on thirty days' notice.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$532,276 48	Capital stock,	\$325,000 00
Other permanent investments, . . .	150 00	Funded debt,	170,000 00
Cash and current assets,	9,909 02	Current liabilities,	3,945 00
		Profit and loss,	43,390 50
Total,	\$542,335 50	Total,	\$542,335 50

IMPORTANT CHANGES DURING THE YEAR.

Consolidated with Littlestown Railroad Company, December 31, 1892.
2,015 shares of capital stock issued, \$100,750.00.
Certificates of indebtedness redeemed, \$21,000.00.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron.	4	4
Number wooden.	6	6
Trestles:		
Number.	1	1
Aggregate length (feet).	180	180
Telegraph:		
Miles of line owned by this company.	27.90	27.90
Miles of wire owned by this company.	55.80	55.80
Miles of line operated by the Pennsylvania Railroad Company, lessee.	27.90	27.90
Miles of wire operated by the Pennsylvania Railroad Company, lessee.	55.80	55.80
Gauge of track,	4 ft.	9 in.

QUESTIONS FOR GENERAL INFORMATION.

Name the company with which this company has been consolidated, or which has been merged in this company during the year: Littlestown Railroad Company.

HARRISBURG, PORTSMOUTH, MT. JOY AND LANCASTER
RAILROAD COMPANY.

Date of organization: June 9, 1832.

By what authority incorporated: Special Act, June 9, 1832; Acts of February 18, 1834, March 11, 1835, March 17, 1836, March 31, 1837, March 17, 1838, June 27, 1839, May 7, 1841, March 17, 1845, March 16, 1848, January 26, 1849, April 9, 1852, April 2, 1853, April 22, 1854, April 4, 1856, April 11, 1856, April 1, 1864, April 11, 1866.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Edmund Smith.	Philadelphia.	September 1, 1893.
G. B. Roberts.	Philadelphia.	do.
James Young.	Middletown, Pa.,	do.
N. Parker Shortridge.	Wynnewood, Pa.,	do.
Lewis Elkin.	Philadelphia.	do.
A. J. Cassatt.	Philadelphia.	do.
John P. Green.	Philadelphia.	do.
Enoch Lewis.	Philadelphia.	do.
Thomas Williams, Jr.	Philadelphia.	do.

Date of last meeting of stockholders for election of directors: September 2, 1892.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	Edmund Smith.	Philadelphia.
Secretary and Treasurer,	Taber Asbton.	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.					
NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Harrisburg, Portsmouth, Mt. Joy and Lancaster Railroad.	Dillerville, .	Harrisburg, .	Pennsylvania Railroad Company,	35.59	35.59
Branch,	Columbia, .	Middletown, .		18.15	18.15
Total mileage,				53.74	53.74

Leased for 999 years from January 1, 1861.
Rental is equal to the dividend on capital stock, 7 per cent.; interest on funded debt, 4 per cent.; taxes on capital stock and bonds, and an organization fund of \$2,000.00 per annum.

GENERAL BALANCE SHEET.			
DR.		CR.	
Cost of road,	\$1,881,210 09	Capital stock,	\$1,182,550 00
Stocks of other companies owned, . .	72,938 47	Funded debt,	700,000 00
Cash and current assets,	58,984 83	Current liabilities,	57,932 75
		Profit and loss,	72,650 64
Total,	\$2,013,133 39	Total,	\$2,013,133 39

CHARACTERISTICS OF ROAD.		
	ON WHOLE LENGTH OF ROAD.	IN PENN- SYLVANIA.
Bridges:		
Number stone,	16	16
Number iron,	24	24
Tunnels:		
Number,	1	1
Maximum length (feet),	162	162
Minimum length (feet),	162	162
Aggregate length of all tunnels (feet),	162	162
Telegraph:		
Miles of line owned by this company,	34.74	34.74
Miles of wire owned by this company,	407.21	407.21
Miles of line operated by Pennsylvania Railroad Company, lessee, . .	34.74	34.74
Miles of wire operated by Pennsylvania Railroad Company, lessee, . .	407.21	407.21
Gauge of track,	4 ft.	9 in.

HUNTERS RUN AND SLATE BELT RAILROAD.

Date of organization: Eighth day of June, 1891.
By what authority incorporated: Pennsylvania.

DIRECTORS.		
NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRA- OF TERM.
J. C. Fuller,	Pine Grove Furnace, Pa.,	January 10, 1894.
Jay Cooke, Jr.,	122 South Fourth St., Philadelphia, Pa., .	do.
Chas. D. Barney,	122 South Fourth St., Philadelphia, Pa., .	do.
J. Horace Harding,	122 South Fourth St., Philadelphia, Pa., .	do.
Jno. M. Butler,	119 South Fourth St., Philadelphia, Pa., .	do.
B. J. Woodward,	119 South Fourth St., Philadelphia, Pa., .	do.
W. H. Gibbons,	Coatesville, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 12, 1893.
Postoffice address of general office: Pine Grove Furnace, Pa.
Postoffice address of operating company: Pine Grove Furnace, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. C. Fuller,	Pine Grove Furnace, Pa.
Secretary,	John M. Butler,	119 South Fourth St., Philadelphia, Pa.
Treasurer,	A. E. Lehman,	711 Walnut St., Philadelphia, Pa.
Chief Engineer,		

PROPERTY OPERATED.

NAMES.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Hunters Run and Slate Belt Railroad.	Pine Grove Furnace,	State Belt,	5.50	5.50
South Mountain Railway and Mining Company.	Hunters Run,	Pine Grove Furnace.	8.00	8.00
Total,			13.50	13.50

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$49,548 79	Capital stock,	\$11,500 00
Cost of equipment,	8,990 00	Current liabilities,	59,850 00
Other permanent investments,	4,500 00		
Cash and current assets,	5,875 13		
Profit and loss,	2,436 39		
Total,	\$71,350 31	Total,	\$71,350 31

CONTRACTS, AGREEMENTS, ETC.

The Philadelphia and Reading Railroad Company allow us our pro rata proportion for delivery of mails out of their compensation from the Government, governed by a mileage basis, at rate of \$60.71 per mile per annum, for our eight miles between Hunters Run and Pine Grove Furnace, Pa.

We have a joint freight traffic agreement with the Philadelphia and Reading Railroad Company, as well as a passenger traffic agreement. Divisions of revenue made on a mileage basis.

The Philadelphia, Reading and Pottsville Telegraph Company allows us 50 per cent. of their proportion of all business transmitted over our wire excepting to and from Western Union points.

CHARACTERISTICS OF ROAD.

Bridges:	
Number wooden,	3
Telegraph:	
Miles of line owned by this company,	8
Miles of wire owned by this company,	8
Miles of line operated by this company,	8
Miles of wire operated by this company,	8
Gauge of track,	4 ft. 9 in.

HUNTINGDON AND BROAD TOP MOUNTAIN RAILROAD
AND COAL COMPANY.

Date of organization: May 6, 1852.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
James Long,	Philadelphia, Pa.,	February, 1894.
Jacob Naylor,	Philadelphia, Pa.,	do.
William Bault,	Philadelphia, Pa.,	do.
John Hopkins,	Philadelphia, Pa.,	do.
James Whitaker,	Philadelphia, Pa.,	do.
Thomas R. Patton,	Philadelphia, Pa.,	do.
Samuel Bancroft Jr.,	Wilmington, Del.,	do.
Samuel Heilner,	Philadelphia, Pa.,	do.
Lewis A. Riley,	Philadelphia, Pa.,	do.
George H. Colket,	Philadelphia, Pa.,	do.
Robert H. Crozer,	Upland, Delaware co., Pa.,	do.
William H. Shallcross,	Philadelphia, Pa.,	do.

Date of last meeting of stockholders for election of directors: February 7, 1893.
Postoffice address of general office: Manhattan Building, South East Corner Walnut and Fourth streets, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Spencer M. Janney,	Philadelphia, Pa.
Vice President,	John Hopkins,	Philadelphia, Pa.
Secretary,	J. P. Donaldson,	Philadelphia, Pa.
Treasurer,	James W. Paul,	Philadelphia, Pa.
General Solicitor, Attorney, or Counsel,	George F. Gage,	Huntingdon, Pa.
General Manager,		

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Main Line,	Huntingdon,	Mt. Dallas,	45
Shoup's branch,	Saxton,	Fisher Colliery,	7.8
Six Mile Run branch,	Riddlesburg,	Edge Hill,	3.9
Shreeve's Run (Six Mile Run branch),	Shreeve's Run Junction,	Finley colliery,	1.3
Sunday Run,	Hopewell,	Cumberland colliery,	2.7
Long's Run (Sunday Run branch),	Long's Run Junction,	Kearney,	2.6
Total mileage operated,			63.3

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road and equipment,	\$5,893,679 64	Capital stock,	\$3,371,750 00
Lands owned,	63,518 98	Funded debt,	3,238,500 00
Cash and current assets,	215,459 87	Current liabilities,	105,889 29
Sundries,	543,480 80		
Total,	\$6,716,179 29	Total,	\$6,716,139 29

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company pays twenty-two cents per one hundred pounds.
United States Postoffice Department pays \$3,998.20 per annum.

CHARACTERISTICS OF ROAD.

Bridges:	
Number iron,	18
Number wooden,	40
Trestles:	
Number,	42
Aggregate length,	8,014 feet.
Telegraph:	
Miles of line owned by this company,	53
Miles of wire owned by this company,	58
Miles of line operated by this company,	53
Miles of wire operated by this company,	58
Gauge of track,	4 ft. 9 in.

IRONTON RAILROAD COMPANY.

Date of organization: 1859.

By what authority incorporated: State of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Samuel Thomas,	Catasauqua, Pa.,	October, 1893.
John Thomas,	Hokindauqua, Pa.,	do.
Edwin Mickly,	Hokindauqua, Pa.,	do.
B. F. Fackenthal, Jr.,	Easton Pa.,	do.
James W. Fuller,	Catasauqua, Pa.,	do.
James W. Weaver,	Easton, Pa.,	do.

Date of last meeting of stockholders for election of directors: October, 1892.

Postoffice address of general office: Easton, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel Thomas,	Catasauqua, Pa.
Secretary,	James W. Weaver,	Easton, Pa.
Treasurer,		

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
The Ironton Railroad Company, . . .	Coplay,	Ironton,	5.5	5.5
The Ironton Railroad Company, . . .	Junction,	Seigersville,	3.5	3.5
Total mileage operated,			9	9

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$183,000 00	Capital stock,	\$200,000 00
Cost of equipment,	17,000 00	Current liabilities,	7,681 94
Lands owned,	437 50	Profit and loss,	95,867 16
Cash and current assets,	103,111 60		
Total,	\$303,549 10	Total,	\$303,549 10

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYL- VANIA.
Bridges:		
Number wooden,	11	11
Gauge of track,	4 ft. 8 1-2 in.	

JAMESTOWN AND FRANKLIN RAILROAD COMPANY.

Date of organization: April 5, 1862.
By what authority incorporated: Special Act, Commonwealth of Pennsylvania, entitled "An Act to incorporate the Jamestown and Franklin Railroad Company," approved April 5, 1862. A supplement to said act approved March 9, A. D. 1863. Further supplement approved April 19, A. D. 1864. A further supplement approved February 25, A. D. 1869.
If a consolidated company, name the constituent companies: Junction Railroad Company, charter in effect September 19, 1870, under General Laws of the Commonwealth of Pennsylvania. Consolidated with Jamestown and Franklin Railroad Company, December 7, 1870.
Operated by Lake Shore and Michigan Southern Railway Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRA- TION OF TERM.
A. B. Newell,	Chicago, Ill.,	January 8, 1894.
O. G. Getzen-Danner,	Cleveland, Ohio,	do.
James H. Reed,	Pittsburg, Pa.,	do.
E. A. Walling,	Erie, Pa.,	do.
J. C. Cornwell,	Stoneboro, Pa.,	do.
R. P. Cann,	Stoneboro, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 9, 1893.
Postoffice address of general office: Stoneboro, Pa.
Postoffice address of operating company: Cleveland, Ohio.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Rasselas Brown,	Warren, Pa.
Secretary,	J. C. Cornwell,	Stoneboro, Pa.
Treasurer,	Robt. P. Cann,	Stoneboro, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Jamestown and Franklin railroad.	Jamestown, Pa.	Oil City, Pa.,	Lake Shore and Michigan Southern Railway Company.	50.91	50.91

The Lake Shore and Michigan Southern Railroad Company contracts to operate the railroad of the Jamestown and Franklin Railroad Company, for the term of five (5) years from January 1, 1890.

The said Lake Shore Company, at its own cost, is to maintain, manage, operate and keep in efficient public use the railroad of said Jamestown and Franklin Company, with its structures and appurtenances in all substantial respects, as if it (the Lake Shore Company) were the owners thereof, and to furnish and keep in repair all motive power and rolling stock properly adapted and adequate for the business thereof, and to operate said railroad in connection with and as a part of its (said Lake Shore) system of roads, and to so adjust rates and conduct business, so as to encourage, develop and increase both the local and through traffic upon said Jamestown and Franklin Railroad. The fixing of rates and tariffs to be done by said Lake Shore Company, but that it shall be done with a view to obtain the greatest practicable income and best net results to said Jamestown and Franklin Company. Said Lake Shore Company to pay all taxes except such taxes as may be imposed by State of Pennsylvania or United States upon tonnage, dividends on stock or interest on bonds. The Jamestown and Franklin Company to keep up, at its own expense, its corporate organization. The said Lake Shore Company to pay to said Jamestown and Franklin Company 30 per cent. of the gross income of said Jamestown and Franklin Railroad.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$2,639,153 41	Capital stock,	\$607,243 00
Lands owned,	34,607 79	Funded debt,	798,000 00
Cash and current assets,	8,428 14	Current liabilities,	1,200,173 11
		Accrued interest on funded debt not yet payable,	2,916 67
		Profit and loss,	73,856 56
Total,	\$2,682,189 34	Total,	\$2,682,189 34

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	1	1
Number wooden,	9	9
Trestles:		
Number,	8	8
Aggregate length (feet),	722	722
Tunnels:		
Number, (feet),	1	1
Maximum length (feet),	925	925
Minimum length (feet),	925	925
Aggregate length of all tunnels (feet),	925	925
Telegraph:		
Miles of line owned by this company,*	51	51
Miles of wire owned by this company,	51	51
Miles of line operated by other companies,*	51	51
Miles of wire operated by other companies,	318	318

*The fifty-one miles line reported as owned by this company and fifty-one miles of line operated by other companies, refer to same line of poles. We are but a joint owner of the line on which all wires are attached.

Gauge of track, 4 ft. 8 1-2 in.

QUESTIONS FOR GENERAL INFORMATION.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: All such lines operating over line of this road, do so under arrangements made with lessee (Lake Shore and Michigan Southern Railway Company).

JEFFERSON RAILROAD COMPANY.

Date of organization: February 15, 1864.

By what authority incorporated: Special charter under Act of April 28, 1851, confirmed by Act of March 16, 1853, of Pennsylvania Legislature.

Operated by New York, Lake Erie and Western Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. Lowber Welsh,	Philadelphia, Pa.,	Second Tuesday in June, 1891.
W. A. May,	Scranton, Pa.,	do. do.
Samuel Hines,	Scranton, Pa.,	do. do.
Geo. Van Kenren,	Carbondale, Pa.,	do. do.
John King,	New York, N. Y.,	do. do.
Eben. B. Thomas,	New York, N. Y.,	do. do.
A. R. Macdonough,	New York, N. Y.,	do. do.

Date of last meeting of stockholders for election of directors: Second Tuesday in June, 1893.

Postoffice address of general office: 21 Cortlandt street, New York city.

Postoffice address of operating company: 21 Cortlandt street, New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. Lowber Welsh,	Philadelphia, Pa.
Secretary,	A. R. Macdonough,	21 Cortlandt street, New York.
Treasurer,	Edward White,	21 Cortlandt street, New York.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$6,576,125 34	Capital stock,	\$2,096,050 00
		Funded debt,	3,100,000 00
		Advances for construction:	
		Erie Railway Company, \$912,632 11	
		N. Y., L. E. & W. R. R.	
		Co., 467,443 23	
			1,380,075 34
Total,	\$6,576,125 34	Total,	\$6,576,125 34

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	10	10
Number wooden,	3	3
Trestles:		
Number,	1	1
Aggregate length (feet),	550	550
Telegraph.		
Miles of line owned by this company,	39	39
Miles of wire owned by this company,	39	39
Miles of line operated by this company,	39	39
Miles of wire operated by this company,	39	39
Gauge of track,	4 ft. 8 1-2 in.	

JOHNSONBURG RAILROAD COMPANY.

Date of organization: Chartered March 14, 1837, and organized during that year.

By what authority incorporated: By an Act of Assembly of the Commonwealth of Pennsylvania, approved the 4th day of April, A. D. 1868, and the several supplements thereto.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. Bayard Henry,	Philadelphia, Pa.	Second Monday in April, 1894.
Henry D. Welsb,	Philadelphia, Pa.,	do. do.
Charles W. Henry,	Philadelphia, Pa.,	do. do.
N. Tbouron,	Philadelphia, Pa.,	do. do.
Wm. A. Patton,	Philadelphia, Pa.,	do. do.
Samuel G. De Coursey,	Philadelphia, Pa.,	do. do.
Samuel Rea,	Philadelphia, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: April 10 1893.

Postoffice address of general office: 233 South Fourth street, Philadelphia, Pa.

Postoffice address of operating company: 233 South Fourth street, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. Bayard Henry,	Philadelphia, Pa.
Secretary,	J. S. Vanzandt,	Philadelphia, Pa.
Treasurer,		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Johnsonburg Railroad Company.	Johnsonburg, Pa.	Clermont, Pa.	The Pennsylvania Railroad Company.	19.69	19.69

The Johnsonburg Railroad is leased to the Pennsylvania Railroad Company, for a period of fifty years, from the 8th day of July, A. D. 1889, and is operated by that company under said lease. The terms of which provide that the lessee shall pay all operating expenses, including taxes, interest on equipment, and organization expenses, the balance of net earnings to be paid to lessor, and by it applied; first, to payment of interest on outstanding bonds; second, to payment of five per centum per annum, on outstanding capital stock, the balance to be divided equally between the lessee and lessor. The lessee reserves the right, under certain conditions, and upon giving six months' notice in writing of its intention so to do, to cancel and annul said lease, at any time after the expiration of five years from the date thereof.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$400,153 34	Capital stock,	\$200,000 00
Lands owned,	900 00	Funded debt,	200,000 00
Cash and current assets,	9,738 99	Current liabilities,	28,527 47
Other assets:			
Sundries,	2,800 00		
Profit and loss,	14,135 14		
Total,	\$428,527 47	Total,	\$428,527 47

CHARACTERISTICS OF ROAD.			
		ON WHOLE LENGTH OF ROAD.	IN PENNSYL- VANIA.
Bridges :			
Number iron,		9	9
Telegraph :			
Miles of line owned by this company,		20	20
Miles of wire owned by this company,		20	20
Miles of line operated by The Pennsylvania Railroad Company, lessee,		20	20
Miles of wire operated by The Pennsylvania Railroad Company, lessee,		20	20
Gauge of track,		4 ft. 9 in.	

JONES LAKE RAILROAD COMPANY.

Date of organization: September 8, 1887.
By what authority incorporated: Act of General Assembly of Pennsylvania, approved April 4, 1868.
Operated by Erie and Wyoming Valley Railroad Company.

DIRECTORS.			
NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
John B. Smith,	Dunmore, Pa.,	George H. Catlin,	Scranton, Pa.,
George B. Smith,	Dunmore, Pa.,	Henry Beyea,	Dunmore, Pa.,
A. D. Blackinton,	Dunmore, Pa.,	S. B. Buckley,	Dunmore, Pa.,
Postoffice address of general office: Dunmore, Pa.			
Postoffice address of operating company: Dunmore, Pa.			

OFFICERS.		
TITLE.	NAME.	ADDRESS.
President,	George H. Catlin,	Scranton, Pa.
Secretary,	A. D. Blackinton,	Dunmore, Pa.
Treasurer,	George B. Smith,	Dunmore, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.				
NAME.	TERMINALS.		BY WHAT COMPANY. OPERATED.	Miles of line.
	From—	To—		
Jones Lake Railroad,	Lake Junction, .	Lake Ariel,	Erie and Wyoming Valley, .	1.25

Leased and operated by the Erie and Wyoming Valley Railroad Company.
Rental \$1,200.00 per year, operating company to maintain the road and pay the taxes.

8 9-93.

JUNCTION RAILROAD COMPANY.

Date of organization: May 28, 1860.

By what authority incorporated: State of Pennsylvania, Acts of May 3, 1860 (P. L. p. 730), March 23, 1861 (P. L. p. 177), April 26, 1864 (P. L. p. 609), April 11, 1862 (P. L. of 1867 p. 1349), February 2, 1865 (P. L. p. 88).

Operated by Pennsylvania Railroad Company, Philadelphia, Wilmington and Baltimore Railroad Company, Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Geo. B. Roberts,	233 South Fourth street, Philadelphia,	April 3, 1894.
N. P. Shortridge,	Wynnewood, Montgomery county, Pa.,	do.
John P. Green,	233 South Fourth street, Philadelphia,	do.
A. A. McLeod,	227 South Fourth street, Philadelphia,	do.
Frank Thomson,	233 South Fourth street, Philadelphia,	do.

Date of last meeting of stockholders for election of directors: April 3, 1893.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: Pennsylvania Railroad Company and Philadelphia, Wilmington and Baltimore Railroad Company, 233 South Fourth street, Philadelphia. Philadelphia and Reading Railroad Company, 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	George B. Roberts, . . .	233 S. Fourth street, Philadelphia.
Secretary,	J. C. Sims,	233 S. Fourth street, Philadelphia.
Treasurer,	R. W. Smith,	233 S. Fourth street, Philadelphia.
Gen'l Solicitor, Att'y, or Counsel, . . .	John Scott,	233 S. Fourth street, Philadelphia.
Comptroller,	R. W. Downing,	233 S. Fourth street, Philadelphia.
Assistant Comptroller,	M. Riebenock,	233 S. Fourth street, Philadelphia.

PROPERTY OPERATED.

NAME.	TERMINALS. *		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Junction Railroad Company,	Belmont.	Thirty-fifth street, . .	1.89	1.89
	North end of Market street tunnel.	Grays Ferry,	1.67	1.67
Total mileage operated,			3.56	3.56

* In Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

The Pennsylvania Railroad Company, Philadelphia, Wilmington and Baltimore Railroad Company and Philadelphia and Reading Railroad Company, run their trains over the Junction Railroad, paying to the Junction Railroad a certain rate per car per mile for trackage, the Junction Railroad Company paying the company moving the traffic for use of its motive power.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$1,034,829 40	Capital stock,	\$250,000 00
Cash and current assets,	49,250 92	Funded debt,	725,000 00
		Current liabilities,	14,954 30
		Profit and loss,	94,126 02
Total,	\$1,084,080 32	Total,	\$1,084,080 32

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYL- VANIA.
Bridges :		
Number stone,	2	2
Number iron,	3	3
Tunnels :		
Number,	2	2
Maximum length (feet),	754	754
Minimum length (feet),	188	188
Aggregate length of all tunnels (feet),	942	942
Telegraph :		
Miles of line owned by this company,	1.67	1.67
Miles of wire owned by this company,	15.73	15.73
Miles of line operated by this company,	5.23	5.23
Miles of wire operated by this company,	19.29	19.29
Gauge of track,	4 ft. 9 in.	

KENDALL AND ELDRED RAILROAD COMPANY.

Date of organization: April 4, 1878.

By what authority incorporated: Organized under the Act of General Assembly of Pennsylvania, approved April 4, 1868 (P. L. 62), entitled "An Act to authorize the formation and regulation of railroad corporations," and the various supplements thereto.

Operated by Western New York and Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRA- TION OF TERM.
S. G. DeCoursey,	104 South Fifth street, Philadelphia, Pa.,	January 8, 1894.
N. Thouron,	433 Chestnut street, Philadelphia, Pa.,	do.
G. E. Bartol,	139 South Front street, Philadelphia, Pa.,	do.
J. K. Barelay,	407 Locust street, Philadelphia, Pa.,	do.
J. Rundle Smith,	109 South Third street, Philadelphia, Pa.,	do.
W. C. Bullitt,	Bullitt Building, Philadelphia, Pa.,	do.
E. W. Clark, Jr.,	Bullitt Building, Philadelphia, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 9, 1893.

Postoffice address of general office: Buffalo, N. Y., 84 Exchange street.

Postoffice address of operating company: Western New York and Pennsylvania Railroad Company.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	S. G. DeCoursey,	Philadelphia, Pa.
Vice President,	N. Thouron,	Philadelphia, Pa.
Secretary,	J. R. Trimble,	Philadelphia, Pa.
Treasurer,	F. S. Buell,	Buffalo, N. Y.
Auditor,	Jno. F. Reynolds,	Buffalo, N. Y.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Kendall and Eldred Railroad Company.	Eldred, . . .	Tarport. . .	Western New York and Pennsylvania Railroad Company.	18.28	18.28

Lease dated, executed and acknowledged December 8, 1881, to the Buffalo, New York and Philadelphia Railway Company, of all and singular the railway of the Kendall and Eldred Railroad Company.

Recorded in McKean county, Pennsylvania, February 16, 1882, in mortgage book, vol. "M," page 261, also July 21, 1882, in deed book, vol. 16, page 193.

Nine hundred and ninety-nine years from December 8, 1881.

This road is leased to the Western New York and Pennsylvania Railroad Company, and its operations are included in the report of that company, to which you are respectfully referred.

CHARACTERISTICS OF ROAD.

Gauge of track, 3 feet.

KENSINGTON AND TACONY RAILROAD COMPANY.

Date of organization: March 25, 1884.

By what authority incorporated: General Law of April 4, 1868.

If a consolidated company, name the constituent companies: Frankford Creek Railroad Company was consolidated with Kensington and Tacony Railroad Company, April 14, 1891.

Frankford Creek Railroad Company organized March 17, 1890.

Operated by The Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
R. D. Barclay,	Philadelphia,	March, 20, 1894.
W. H. Barnes,	Philadelphia,	do.
John P. Green,	Philadelphia,	do.
Wm. A. Patton,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.

Date of last meeting of stockholders for election of directors: March 21, 1893.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel Rea,	Philadelphia.
Secretary,	Albert Hewson,	Philadelphia.
Treasurer,	Taber Ashton,	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Kensington and Tacony Railroad.	West end of Tacony yard, 450 feet south line of Oxford st.	Philadelphia and Trenton Railroad at Tioga st.	Pennsylvania Railroad Company.	5.13	5.13

Lease to the Pennsylvania Railroad Company, dated November 9, 1887, for five years from January 1, 1887. Renewed under agreement, dated March 15, 1892, for one year from January 1, 1892, and thereafter continued from year to year, terminable upon six months' notice. Rental, \$30.00 per annum.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$313,564 60	Capital stock,	\$300,000 00
Cash and current assets,	204 22	Current liabilities,	13,849 43
Profit and loss,	80 61		
Total,	\$313,849 43	Total,	\$313,849 43

IMPORTANT CHANGES DURING THE YEAR.

1.97 miles line constructed during year.
2,600 shares capital stock issued, \$100,000.00.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENN- SYLVANIA.
Bridges:		
Number wooden,	1	1
Trestles:		
Number,	7	7
Aggregate length (feet),	3,802	3,802
Gauge of track,	4 ft.	9 in.

KINZUA RAILWAY COMPANY.

Date of organization: January 18, 1881.
By what authority incorporated: Under the Act of General Assembly of Pennsylvania, approved April 4, 1868, P. L. 62, entitled "An Act to authorize the formation and regulation of railroad corporations and the various supplements thereto."
Operated by Western New York and Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRA- TION OF TERM.
S. G. DeCoursey,	104 S. Fifth street, Philadelphia, Pa., . .	January 8, 1894.
N. Thouron,	433 Chestnut street, Philadelphia, Pa., .	do.
G. W. Bartol,	139 S. Front street, Philadelphia, Pa., . .	do.
J. K. Barclay,	407 Locust street, Philadelphia, Pa., . . .	do.
J. Rundle Smith,	109 S. Third street, Philadelphia, Pa., . .	do.
W. C. Bullitt,	Bullitt Building, Philadelphia, Pa., . . .	do.
E. W. Clark, Jr.,	Bullitt Building, Philadelphia, Pa., . . .	do.

Date of last meeting of stockholders for election of directors: January 9, 1893.
Postoffice address of general office: 84 Exchange street, Buffalo, N. Y.
Postoffice address of operating company: Western New York and Pennsylvania Railroad Company.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	S. G. DeCoursey,	Philadelphia, Pa.
Vice President,	N. Thouron,	Pbiladelphia, Pa.
Secretary,	J. R. Trimble,	Philadelphbia, Pa.
Treasurer,	F. S. Buell,	Buffalo, N. Y.
Auditor,	John F. Reynolds,	Buffalo, N. Y.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Kinzua railroad,	Kinzua Junction,	Kinzua, . . .	Western New York and Pennsylvania Railroad Company.	14.04	14.04

Lease dated, executed and acknowledged, December 8, 1881, to the Buffalo, New York and Philadelphia Railroad Company, of all and singular the railway of the Kinzua Railway Company of Pennsylvania.

Recorded in McKean county, Pennsylvania, February 16, 1882, in mortgage book, vol. "M," page 252, also July 21, 1882, in deed book, vol. 16, page 94, and in Warren county, Pennsylvania, February 15, 1882, in deed book, No. 47, page 522.

Nine hundred and ninety-nine years from December 8, 1881. This road is leased to the Western New York and Pennsylvania Railroad Company, and its operations are included in the report of that company, to which you are respectfully referred.

CHARACTERISTICS OF ROAD.

Gauge of track, 3 feet and 4 feet 8 1-2 inches.

KINZUA CREEK AND KANE RAILROAD COMPANY.

Date of organization: June 16, 1888.

By what authority incorporated: By an Act of the General Assembly of the Commonwealth of Pennsylvania, entitled "A supplement to an Act, entitled 'An Act to authorize the formation and regulation of railroad corporations,' " approved the 8th day of June, A. D. 1874.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
G. W. Campbell,	North Kane, Pa.,	January 1, 1894.
Jno. W. Campbell,	North Kane, Pa.,	do.
E. W. Campbell,	Kane, Pa.,	do.
W. W. Brown,	Bradford, Pa.,	do.
F. W. Reese,	Johnsonburg, Pa.,	do.
C. A. Buchanan,	North Kane, Pa.,	do.
C. D. Campbell,	North Kane, Pa.,	do.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Geo. W. Campbell,	North Kane, Pa.
Vice-President,	W. W. Brown,	Bradford, Pa.
Secretary,	J. W. Campbell,	North Kane, Pa.
Treasurer,	E. W. Campbell,	Kane, Pa.
Chief Engineer,	W. W. Brown,	Bradford, Pa.
Gen'l Solicitor, Att'y, or Counsel,	C. A. Buchanan,	North Kane, Pa.
Auditor,		

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Kinzua Creek and Kane Railroad.	Kane, Pa., and P. & E. R. R.	W. N. Y. & P. R. R. at Root Run.	14	14

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$56,304 25	Capital stock,	\$65,600 00
Cost of equipment,	22,397 47	Funded debt,	14,500 00
Profit and loss,	1,398 28		
Total,	\$80,100 00	Total,	\$80,100 00

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	28	28
Trestles:		
Number,	5	
Aggregate length (feet),	1,500	1,500
Gauge of track,		4 ft. 9 in.

KINZUA HEMLOCK RAILROAD COMPANY.

Date of organization: June 12, 1890.

By what authority incorporated: General Act approved April 4, 1868, and supplements thereto.

Operated by Mt. Jewett, Kinzua and Rittersville Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION.
D. M. Longshore,	Kane, Pa.,	January 15, 1894.
Evan O'N. Kane,	Kane, Pa.,	do.
J. D. Brooder,	Kane, Pa.,	do.
Joshua Davis,	Kane, Pa.,	do.
Thos. L. Kane,	Kane, Pa.,	do.
J. D. Magowan,	Kane, Pa.,	do.
J. D. Watts,	New York, N. Y.,	do.

Date of last meeting of stockholders for election of directors: January 10, 1893.

Postoffice address of general office: Kushequa, Pa.

Postoffice address of operating company: Mt. Jewett, Kinzua and Rittersville Railroad Company, Kushequa, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	Thos. L. Kane.	Kane, Pa.
Secretary.	Elisha K. Kane.	Kushequa, Pa.
Treasurer.	Z. E. Kane.	Kushequa, Pa.
Chief Engineer.	M. J. Dill.	Kane, Pa.
Auditor.	A. B. Cody.	Kushequa, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Kinzua Hemlock railroad, .	Camp Halsey.	West Line, .	Mt. J. K. and R. R. R. Co.,	11.85	11 85

By contract with Mt. Jewett, Kinzua and Riterville Railroad Company, Kinzua Hemlock Railroad is leased for ninety-nine years, for three-eighths of net earnings of both roads.

In consideration of the contract, Kinzua Hemlock Railroad pays \$12,000.00 in hand.

Mt. Jewett, Kinzua and Riterville Railroad Company, subscribes \$57,000.00 towards the capital stock of Kinzua Hemlock Railroad, and agrees to advance money for construction not exceeding \$20,000.00.

Rental to be applied, first, to extension and improvement; second, to re-payment of advance; third, to dividends on the capital stock.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	\$135,403 82	Capital stock.	\$103,150 00
Cost of equipment,		Current liabilities,	28,196 27
		Profit and loss.	4,057 55
Total.	\$135,403 82	Total.	\$135,403 82

IMPORTANT CHANGES DURING THE YEAR.

3.35 miles of switches.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	2	2
Trestles:		
Number,	8	8
Aggregate length (feet),	152	152
Telephone:		
Miles of line owned by this company,	9	9
Miles of wire owned by this company,	9	9
Gauge of track,	4 ft. 8 1-2 in.	

KINZUA VALLEY RAILROAD COMPANY.

Date of organization: March 30, 1889.

By what authority incorporated: Under the provisions of an Act of the General Assembly of the Commonwealth of Pennsylvania, entitled "An Act to authorize the formation and regulation of railroad corporations," approved April 4 1868, and the Acts supplementary thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Samuel G. DeCoursey,	Philadelphia, Pa.,	January 8, 1894.
Nicholas Thouron,	Philadelphia, Pa.,	do.
Spencer S. Bullis,	Olean, N. Y.,	do.
Franklin S. Buell,	Buffalo, N. Y.,	do.
Frank Rumsey,	Buffalo, N. Y.,	do.
Robert Bell,	Buffalo, N. Y.,	do.
A. J. Thompson,	Titusville, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: 84 Exchange street, Buffalo, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel G. DeCoursey,	Philadelphia, Pa.
Vice President,	Nicholas Thouron,	Philadelphia, Pa.
Secretary,	Franklin S. Buell,	Buffalo, N. Y.
Treasurer,	Frank Rumsey,	Buffalo, N. Y.
General Solicitor, Attorney or Counsel,	John F. Reynolds,	Buffalo, N. Y.
Auditor,		

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Kinzua Valley Railroad Company, .	Morrisons, Pa., . . .	West Line, Pa., . . .	10	10

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$110,394 78	Capital stock,	\$105,000 00
Cost of equipment,	2,592 28	Current liabilities,	6,993 11
Cash and current assets,		Profit and loss,	993 95
Total,	\$112,987 06	Total,	\$112,987 06

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Trestles:		
Number,	5	5
Aggregate length (feet),	276	276
Gauge of track,	4 ft. 8 1-2 in.	

LACKAWANNA AND MONTROSE RAILROAD COMPANY.

Date of organization: September 30, 1889.

By what authority incorporated: Under General Railroad Laws, approved April 4, 1868, etc.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. D. Lusk,	Montrose, Pa.,	Next election.
W. H. Jessup,	Montrose, Pa.,	do.
W. R. Storrs,	Scranton, Pa.,	do.
W. H. Storrs,	Scranton, Pa.,	do.
Garret Boggart,	Scranton, Pa.,	do.
J. W. Fowler,	Scranton, Pa.,	do.
Geo. M. Hallstead,	Scranton, Pa.,	do.
W. G. Parke,	Scranton, Pa.,	do.
H. L. Beach,	Montrose, Pa.,	do.
M. T. Corbett,	Montrose, Pa.,	do.
James Archbald,	Scranton, Pa.,	do.
D. Sayre,	Scranton, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 5, 1893.

Postoffice address of general office: 20 Exchange Place, New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	William F. Hallstead,	Scranton, Pa.
Secretary and Auditor,	Fred F. Chambers,	New York city, N. Y.
Treasurer,	Frederick H. Gibbens,	New York city, N. Y.
Assistant Auditor,	Wm. C. Swift,	New York city, N. Y.
Assistant Treasurer,	A. D. Chambers,	New York city, N. Y.
Assistant Treasurer (local),	Amos Nichols,	Montrose, Pa.
General Manager,	Wm. F. Hallstead,	Scranton, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Lackawanna and Montrose,	Junction with Delaware, Lackawanna and Western at Alford,	Montrose,	10.48	10.48

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$138,897 13	Capital stock,	\$130,500 00
Cash and current assets,	5,291 75	Current liabilities,	8,075 00
		Scrp stock, representing instalments paid on subscriptions to capital stock,	360 00
		Profit and loss,	5,253 88
Total,	\$144,188 88	Total,	\$144,188 88

CONTRACTS, AGREEMENTS, ETC.

As this company connects with the Delaware, Lackawanna and Western Railroad Company, the latters equipment is in use.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Trestles:		
Number,	1	1
Aggregate length, (feet),	900	900

LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY.

Date of organization: June 24, 1869.

If a consolidated company, name the constituent companies: The Buffalo and State Line Railroad—extending from the city of Buffalo, in the State of New York, westward, to the State line of Pennsylvania, sixty-eight miles; The Erie and North-East Railroad—extending from the State line of Pennsylvania, to the city of Erie, in the State of Pennsylvania, twenty miles; These two roads were consolidated, under the name of the Buffalo and Erie Railroad Company, in the year 1867, in pursuance of laws of the States of New York and Pennsylvania.

The Cleveland, Painesville and Ashtabula Railroad—extending from the city of Erie, in the State of Pennsylvania, to the city of Cleveland, in the State of Ohio, ninety-five miles; The Cleveland and Toledo Railroad—extending from the city of Cleveland, in the State of Ohio, to the city of Toledo, in the State of Ohio, one hundred and thirteen miles; With a branch, (or Northern division,) extending from Elyria, (twenty-six miles west of Cleveland,) to the city of Sandusky, in the State of Ohio, thirty-five miles; also extending from Oak Harbor, (twenty-six miles west of Sandusky), to Millbury, (near Toledo), fifteen miles. These two roads last mentioned were consolidated, under the name of the Lake Shore Railway Company, in March, 1869, pursuant to the laws of the States of Ohio and Pennsylvania.

The Michigan Southern and Northern Indiana Railroad—Extending from the city of Toledo, in the State of Ohio, to the city of Chicago, in the State of Illinois, 244 miles. This road was consolidated with the Lake Shore Railway Company, under the name of the Lake Shore and Michigan Southern Railway Company, in May, 1869, pursuant to the laws of Pennsylvania, Ohio, Michigan, Indiana and Illinois.

In August, 1869, the Buffalo and Erie Railroad Company was consolidated with the Lake Shore and Michigan Southern Railway Company, under the name of the Lake Shore and Michigan Southern Railway Company, pursuant to the laws of the States of New York, Pennsylvania, Ohio, Michigan, Indiana and Illinois, thus forming a continuous line of railway, five hundred and forty miles in length, between the cities of Buffalo, in the State of New York, and Chicago, in the State of Illinois.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. K. Vanderbilt,	New York, N. Y.,	May, 1894.
Sam'l F. Barger,	New York, N. Y.,	May, 1894.
H. McK. Twombly,	New York, N. Y.,	May, 1894.
Chas. M. Reed,	Erie, Pa.,	May, 1894.
John Newell,	Cleveland, Ohio,	May, 1895.
Edwin D. Worcester,	New York, N. Y.,	May, 1895.
John E. Burrill,	New York, N. Y.,	May, 1895.
Fred'k W. Vanderbilt,	New York, N. Y.,	May, 1895.
John DeKoven,	Chicago, Ill.,	May, 1895.
Cornelius Vanderbilt,	New York, N. Y.,	May, 1896.
Darius O. Mills,	New York, N. Y.,	May, 1896.
James H. Reed,	Pittsburg, Pa.,	May, 1896.
Rasselas Brown,	Warren, Pa.,	May, 1896.

Date of last meeting of stockholders for election of directors: May 3, 1893.
Postoffice address of general office: Cleveland, Ohio.

OFFICERS.

TITLE.	NAME.	ADDRESS.
Chairman of the Board,	Wm. K. Vanderbilt,	New York, N. Y.
President,	John Newell,	Cleveland, Ohio.
Vice President,		
Secretary,	Edwin D. Worcester,	New York, N. Y.
Treasurer,		
Treasurer (local),	N. Bartlett,	Cleveland, Ohio.
Chief Engineer,	E. A. Handy,	Cleveland, Ohio.
General Solicitor, Attorney or Counsel,	Geo. C. Greene,	Cleveland, Ohio.
Auditor,	Cyrus P. Leland,	Cleveland, Ohio.
General Manager,	John Newell,	Cleveland, Ohio.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Main line owned,	Buffalo,	Erie,	88	
	Erie,	Cleveland,	95.50	
	Cleveland,	West end Toledo bridge via Norwalk,	111.77	
	West end Toledo bridge	Toledo,	1.10	
	Toledo,	Chicago, via Adrian,	224.12	
			540.49	44.06
Branch line owned,	Elyria Junction,	Millbury Junction, via Sandusky,	72.95	
	Sandusky Pier, from Junction,	Old Depot,	3.72	
	Air Line Junction,	Elkhart,	130.83	
	Lenawee Junction,	Jackson,	41.98	
	Lenawee Junction,	Monroe,	29.37	
	Ashtabula,	Ashtabula Harbor,	2.33	
	Ashtabula,	Jamestown,	35.98	
	Junction with Dunkirk, Allegheny Valley and Pittsburg railroad, at Dunkirk,		1.50	
			318.66	5.26
<i>Lines operated under lease, contract or otherwise.</i>				
Detroit, Monroe and Toledo railroad,	Air Line Junction,	Detroit,	62.36	
Kalamazoo and White Pigeon railroad,	White Pigeon,	Kalamazoo,	36.57	
Northern Central Michigan railroad,	Jonesville,	North Lansing,	61.14	
Detroit and Chicago railroad,	Detroit River Junction	Fayette,	67.60	
Sturgis, Goshen and St. Louis railroad,	Goshen,	Findley,	35.81	
Silver Creek and Dunkirk railway,	Silver Creek,	Dunkirk,	8.71	
			272.19	
Kalamazoo, Allegan and Grand Rapids railroad,	Kalamazoo,	Grand Rapids,	58.42	
Jamestown and Franklin railroad,	Jamestown,	Oil City,	50.91	
Mahoning Coal railroad,	Andover,	Youngstown,	38.31	
	Branch,	No. 9 Coal Bank,	2.85	
	Branch,	Keel Ridge Coal Bank,	7.73	
	Sharon branch,		8.31	
Detroit, Hillsdale and Southwestern railroad,			65.20	
Fort Wayne and Jackson railroad,			97.83	
			322.56	53.17
Total mileage operated,			1,433.90	102.40

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$66,700,000 00	Capital stock,	\$50,000,000 00
Cost of equipment,	17,300,000 00	Funded debt,	45,266,000 00
Bonds of other companies owned,	767,400 00	Current liabilities,	3,414,074 74
Stocks of other companies owned,	14,185,274 66	Profit and loss,	12,155,262 86
Other permanent investments,	6,404,496 64		
Cash and current assets,	5,478,166 30		
Total,	\$110,835,337 60	Total,	\$110,835,337 60

IMPORTANT CHANGES DURING THE YEAR.

The Silver Creek and Dunkirk Railway, running between Silver Creek, N. Y., and Dunkirk, N. Y., 8.71 miles.

CONTRACTS, AGREEMENTS, ETC.

American Express Company, Buffalo to Cleveland, pays from fifteen cents to fifty cents per one hundred pounds on freight.

United States Express Company, Buffalo to Chicago, pays from twenty cents to eighty-five cents per one hundred pounds on freight.

These companies do a general express business and deliver freight to us at our depots.

United States Government pays for mail services, as follows:

On main line, including R. P. O. cars, per annum,	\$1,286,462 32
On branches and leased lines,	61,892 56
	\$1,348,354 88

Sleeping and parlor cars owned and operated by Wagner Palace Car Company, who charge \$2.00 for double berth and \$4.00 for section, and from 25 cents to \$1.50 for seats in drawing room car. Lake Shore and Michigan Southern Railway own and operate thirteen dining and buffet cars.

Red, White and Midland Lines, co-operative railroads, own their own cars and pro rate their expenses. Merchants' Despatch and Empire Line, stock companies, own their cars and receive current rate of mileage and a commission on all freight secured by them.

Have a long contract with Western Union Telegraph Company. Railway Company derives no revenue from commercial business.

Erie and Pittsburg Railroad runs its traffic (both passenger and freight) over the Lake Shore and Michigan Southern Railway, between Erie and Girard, and is allowed 55 per cent. of the earnings thereof.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYL. VANIA.
Bridges:		
Number stone,	22	
Number iron,	150	10
Number wooden,	50	11
Trestles:		
Number,	149	9
Aggregate length (feet),	20,369	1,058
Tunnels:		
Number,	2	1
Maximum length (feet),	1,200	1,200
Minimum length (feet),	142	1,500
Aggregate length of all tunnels (feet),	1,342	1,200
Telegraph.		
Miles of line owned by this company,	1,869	150
Miles of wire owned by this company,	1,619	115
Miles of line operated by this company,	1,869	150
Miles of wire operated by this company,	3,265	235
Miles of line operated by Western Union Telegraph Company,	1,833	150
Miles of wire operated by Western Union Telegraph Company,	12,346	1,003
Miles of line operated by Postal Telegraph Company,	36	
Miles of wire operated by Postal Telegraph Company,	86	
Gauge of track,	4 ft. 8 1-2 in.	

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: First mortgage of \$25,000,000.00 provides for the payment and retirement of one per cent. (\$250,000.00) per annum.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Passenger station, Buffalo, New York Central and Hudson River Railroad; Passenger station, Dunkirk, New York, Lake Erie and Western Railroad; Passenger station,Grand Rapids, Grand Rapids and Indiana Railroad; Passenger station, Oil City, Western New York and Pennsylvania Railroad.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Central Traffic Association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Red, White and Midland Lines, co-operative; Merchants' Despatch Transportation Company, and Empire Line, stock companies.

LANCASTER, OXFORD AND SOUTHERN RAILROAD COMPANY.

Date of organization: September 3, 1890.

By what authority incorporated: Reorganized after foreclosure sale of the Peach Bottom Railroad, which existed by virtue of a special Act approved March 24, 1868, and the supplement thereto, approved March 29, 1872.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Walter M. Franklin,	Lancaster, Pa.,	May 1, 1894.
J. W. B. Bausman,	Lancaster, Pa.,	do.
E. K. Martin,	Lancaster, Pa.,	do.
J. B. Long,	Lancaster, Pa.,	do.
J. E. Ramsey,	Oxford, Pa.,	do.
J. M. Showalter,	Oxford, Pa.,	do.
R. B. Patterson,	Spruce Grove, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 1, 1893.

Postoffice address of general office: Lancaster, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Walter M. Franklin,	Lancaster, Pa.
Secretary,	J. W. B. Bausman,	Lancaster, Pa.
Treasurer,	A. M. Nevin,	Oxford, Pa.
Chief Engineer,	J. B. Long,	Lancaster, Pa.
Auditor,	A. M. Nevin,	Oxford, Pa.
General Manager,		

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Lancaster, Oxford and Southern, .	Susquehanna,	Oxford,	20	20

CONTRACTS, AGREEMENTS, ETC.

Adams Express.
Mail route from Oxford to Peter's Creek.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYL- VANIA.
Bridges:		
Number wooden,	13	13
Trestles:		
Number,	17	17
Aggregate length (feet),	515	515
Gauge of track,		3 feet.

LEHIGH AND LACKAWANNA RAILROAD COMPANY.
(Financial Report.)

Date of organization: May 1, 1861.
By what authority incorporated: Under special Act of May 1, 1861 and supplements thereto
of March 10, 1862, April 8, 1864 and April 18, 1865.
Operated by Central Railroad Company of New Jersey.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
E. W. Clark,	Philadelphia, Pa.,	Second Monday in January, 1894.
Edward Lewis,	Philadelphia, Pa.,	do. do.
Thos. McKean,	Philadelphia, Pa.,	do. do.
S. Shepherd,	Philadelphia, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: January 9, 1893.
Postoffice address of general office: 226 South Third street, Philadelphia.
Postoffice address of operating company: 143 Liberty street, New York.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	E. B. Leisenring,	Philadelphia.
Secretary,	S. Shepherd,	Philadelphia.
Treasurer,		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Lehigh and Lackawanna railroad.	Bethlehem, .	Wind Gap, .	Central Railroad Company of New Jersey.	25.10	25.10

The Lehigh and Lackawanna Railroad is leased to the Lehigh Coal and Navigation Company, for the term of ninety-nine years (from January 23, 1867.) It was operated for the lessee by the Central Railroad Company of New Jersey, from January 1, 1891 to January 1, 1892, for one-third of gross receipts. It has been operated by that company since December 31, 1892, for 21 per cent. of gross receipts, with a minimum rental of \$1,500.00 per month.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$970,500 00	Capital stock,	\$370,500 00
		Funded debt,	600,000 00
Total,	\$970,500 00	Total,	\$970,500 00

LEHIGH AND LACKAWANNA RAILROAD COMPANY.
(Operating Report.)

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Lehigh and Lackawanna,	Bethlehem,	Wind Gap,	26.07	26.07
Wind Gap and Delaware,	Bangor,	Saylorsburg,	8.84	8.84
<i>Under trackage agreement.</i>				
Pennsylvania, Poughkeepsie and Boston,	Bangor Junction,	Bender Junction,	2.00	2.00
Total mileage operated,			36.91	36.91

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	8	8
Trestles:		
Number,	33	33
Aggregate length,	869	869
Gauge of track,	4 ft. 8 1-2 in.	

LEHIGH AND SUSQUEHANNA RAILROAD.
(Financial Report.)

Operated by Central Railroad of New Jersey, to whom reference is made for all details of operation.

The Lehigh and Susquehanna Railroad is owned by the Lehigh Coal and Navigation Company, a corporation which is not a common carrier engaged in the transportation of passengers or property wholly by railroad or partly by railroad and partly by water. The railroad is leased by its owner to the Central Railroad Company of New Jersey, who operate it and pay as rental therefor onethird of the gross receipts. The ownership of the railroad is not represented by any railroad corporation maintaining an independent legal existence or separate financial accounts or which has issued as such, capital stock, or incurred any bonded indebtedness.

Postoffice address of general office: 226 South Third street, Philadelphia.

Postoffice address of operating company: 143 Liberty street, New York.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Lehigh and Susquehanna, .	Phillipsburg,	Union Junction.	Central Railroad Company of New Jersey.	105.33	105.33

The Lehigh and Susquehanna Railroad is leased to and operated by the Central Railroad Company of New Jersey, who pay as rental, one-third of the gross receipts. The date of the lease is March 31, 1871, and the term is for 999 years.

LEHIGH AND SUSQUEHANNA RAILROAD COMPANY-
(Operating Report.)

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
<i>Main lines of railroads operated.</i>				
Lehigh and Susquehanna,	Phillipsburg,	Union Junction,	105.33	134.40
Nesquehoning Valley,	Nesquehoning Junct.,	Tamanend,	16.66	
Trescow railroad,	Silver Brook,	Audenried,	7.56	
Wilkes-Barre and Scranton,	Minooka Junction,	Scranton,	4.85	
<i>Branch lines operated.</i>				
	Upper Lehigh Junct.,	Upper Lehigh,	10.10	55.40
	Pond Creek Junction,	Sandy Run,	2.58	
	Pond Creek Junction,	Zehner,	45	
	Ashley,	Collieries,	17.12	
	Leemine,	Nanticoke,	1.95	
	Miners' Mills,	Empire Breaker,	3.95	
	Union Junction,	Everhart,	3.07	
	Bethlehem Junction,	South Bethlehem, . . . . .	.26
	Main Line Junction,	Quarries, . . . . .	.50
	Northampton,	Hokendauqua,	82	
	Main Line,	Allen Cement Works, . . . . .	.94
	Drifton Junction,	Drifton,	10.54	
	Solomon's Gap,	Ashley,	3.12	
<i>Lines of other companies over which trains have been run under truckage rights.</i>				
Allentown Terminal railroad,	East Allentown,	Main Line,	2.69	35.04
Philadelphia and Reading railroad,	Haute,	Greenwood Junction,	6.50	
Philadelphia and Reading railroad,	Greenwood Junction,	Tamaqua,	1.20	
Philadelphia and Reading railroad,	Tamanend,	Silver Brook,	5.20	
Pennsylvania railroad,	Nanticoke,	Mocanaqua,	9.79	
Delaware and Hudson Canal Company (Union railroad),	Union Junction,	Minooka Junction,	9.66	
Total mileage operated,				224.84

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYL- VANIA.
Bridges:		
Number stone.	17	17
Number iron.	62	62
Number wooden.	6	6
Trestles:		
Number.	2	2
Aggregate length (feet).	1,233	1,233
Tunnels:		
Number.	2	2
Maximum length (feet).	1,730	1,730
Minimum length (feet).	390	390
Aggregate length of all tunnels (feet).	2,120	2,120
Gauge of track.	4 ft. 8 1-2 in.	

LEHIGH VALLEY RAILROAD COMPANY.

Date of organization: Letters patent, dated September 20, 1847. Incorporated by Act of April, 1846, under name Delaware, Lehigh, Schuylkill and Susquehanna Railroad Company. Name changed by Act of January 7, 1853.

By what authority incorporated: Under laws of State of Pennsylvania, as follows: April 21, 1846, March 20, 1849, April 9, 1849, April 10, 1852, January 7, 1853, May 8, 1854, April 18, 1855, March 8, 1856, April 16, 1857, May 18, 1857, May 21, 1864, March 21, 1865, April 13, 1866, April 2, 1872.

If a consolidated company, name the constituent companies: Beaver Meadow Railroad Company, merged July 8, 1864, laws April 7, 1830, April 4, 1831, January 29, 1833, April 15, 1835, December 22, 1836, April 14, 1838, March 8, 1839, March 25, 1844, February 18, 1848, March 20, 1849, March 4, 1850, April 3, 1851, March 15, 1853, March 29, 1854, April 15, 1857.

Penn Haven and White Haven Railroad Company, merged August 5, 1864, laws May 4, 1857, April 11, 1859, April 2, 1860, February 16, 1863, April 3, 1866.

Lehigh and Mahanoy Railroad Company, merged June 20, 1866, laws April 3, 1864.

Hazleton Coal Company merged May 25, 1868, laws March 18, 1836, March 8, 1839, July 27, 1842, July 30, 1842, April 4, 1843, April 5, 1849, March 18, 1851, January 29, 1853, January 12, 1856, April 4, 1856, February 14, 1857, March 8, 1862, March 19, 1863, March 9, 1865, March 21, 1865, March 29, 1867.

Lehigh and Luzerne Railroad Company, (formerly Jeddo and Carbon Railroad Company and Lehigh and Luzerne Railroad Company), merged June 16, 1868, laws March 23, 1854, March 16, 1855, February 12, 1856, April 8, 1857, April 16, 1858.

Operated by Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRA- TION OF TERM.
Charles Hartshorne.	Philadelphia, Pa.,	January 16, 1894.
Wm. L. Conyngham.	Wilkes-Barre, Pa.,	do.
Wm. A. Ingham.	Philadelphia, Pa.,	do.
Robert H. Sayre.	South Bethlehem, Pa.,	do.
James I. Blakslee.	Mauch Chunk, Pa.,	do.
John R. Fell.	Philadelphia, Pa.,	do.
Robert A. Lamherton.	South Bethlehem, Pa.,	do.
John B. Garrett.	Philadelphia, Pa.,	do.
Charles O. Skeer.	Mauch Chunk, Pa.,	do.
George C. Thomas.	Philadelphia, Pa.,	do.
Rollin H. Wilbur.	South Bethlehem, Pa.,	do.
Wm. H. Sayre.	South Bethlehem, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 17, 1893.

Postoffice address of general office: Philadelphia, Pa.

Postoffice address of operating company: Philadelphia, Pa.

OFFICERS.		
TITLE.	NAME.	ADDRESS.
President.	Elisha P. Wilbur,	South Bethlehem, Pa.
First Vice President.	Charles Hartshorne,	Philadelphia, Pa.
Second Vice President.	Robert H. Sayre,	South Bethlehem, Pa.
Third Vice President.	John B. Garrett,	Philadelphia, Pa.
Secretary.	John R. Fanshawe,	Philadelphia, Pa.
Treasurer.	Wm. C. Alderson,	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Lehigh Valley Railroad	Phillipsburg, . .	Wilkes-Barre, . .	Phila. and Reading Railroad Co., lessee.	99.92	99.92
Bear Creek Branch, . .	Bear Creek Junc.,	Meadow Run, . .	Phila. and Reading Railroad Co., lessee.	12	12
Mountain Cut Off, . .	Fairview,	Avoca,	Phila. and Reading Railroad Co., lessee.	17.20	17.20
Beaver Meadow Div. . .	Penn Haven Jct.,	Andenried, . . .	Phila. and Reading Railroad Co., lessee.	15.40	15.40
Hazleton Div.,	Hazle Creek Jct.,	Cranberry Junc.,	Phila. and Reading Railroad Co., lessee.	8.50	8.50
Highland Branch, . .	Lumber Yard, . .	Sandy Run Jct., .	Phila. and Reading Railroad Co., lessee.	8	8
Jeddo and Ebervale Branch.	Peakash Junc. . .	Harleigh Jct., . .	Phila. and Reading Railroad Co., lessee.	7.82	7.82
Mahanoy Div.,	Black Creek Jct. .	Mt. Carmel, . . .	Phila. and Reading Railroad Co., lessee.	41.06	41.06
Ashland Branch, . . .	Brownville, . . .	Ashland,	Phila. and Reading Railroad Co., lessee.	6.94	6.94
New Boston Branch, .	New Boston Jct.,	Tomhicken, . . .	Phila. and Reading Railroad Co., lessee.	25.60	25.60
Various branches, . .	. . . . .	. . . . .	Phila. and Reading Railroad Co., lessee.	86.32	86.32
Total mileage, . . . .	. . . . .	. . . . .	. . . . .	328.76	328.76

Road was operated by the Philadelphia and Reading Railroad Company, under terms of lease dated February 11, 1892, existing between the Lehigh Valley Railroad Company and the Philadelphia and Reading Railroad Company, for a term of 999 years from December 1, 1891. The Reading Company agreeing to pay for maintenance of way, etc., interest on bonds, etc., and all taxes, etc.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$17,975,933 63	Capital stock,	\$40,441,100 00
Cost of equipment,	21,197,868 82	Scrip,	210 00
Bonds of other companies owned, . .	1,780,891 58	Funded debt,	33,931,000 00
Stocks of other companies owned, . .	23,870,328 99	Current liabilities,	4,738,762 19
Other permanent investments, . . .	15,675,888 94	Accrued interest on funded debt not yet payable.	270,530 00
Cash and current assets,	2,077,982 80	Sundries,	584,942 30
Other assets:		Profit and loss,	4,857,959 25
Sundries,	2,246,108 98		
Total,	\$84,824,503 74	Total,	\$84,824,503 74

IMPORTANT CHANGES DURING THE YEAR.

Two hundred and twenty-one consolidated mortgage 6 per cent. bonds sold during the year.
Two hundred and eighty-five consolidated mortgage sterling bonds were drawn for redemption December 1, 1892.

CHARACTERISTICS OF ROAD.

Bridges:	
Number stone,	415
Number iron,	116
Number wooden,	38
Number combination,	6
Trestles:	
Number,	61
Aggregate length (feet),	5,270.09
Tunnels:	
Number,	2
Maximum length (feet),	1,196
Minimum length (feet),	580
Aggregate length of all tunnels,	2,176
Gauge of track,	4 ft. 8 1-2 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: Consolidated mortgage sterling bonds (Class A), subject to annual drawing for sinking fund until 1897.

LEWISBURG AND TYRONE RAILROAD COMPANY.

Date of organization: December 31, 1879.

By what authority incorporated: Under the provisions of an Act of the General Assembly of the Commonwealth of Pennsylvania, entitled "An Act concerning the sale of railroads, canals, turnpikes, bridges and plank roads," approved April 8, 1861, and the Acts supplementary thereto, and by filing with the Secretary of the Commonwealth, on the 8th day of January, A. D. 1880, a certificate of the purchase of the Lewisburg, Centre and Spruce Creek Railroad, and its reorganization, under the name of the Lewisburg and Tyrone Railroad Company.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
G. B. Roberts,	Philadelphia, Pa.,	May 7, 1894.
James P. Coburn,	Aaronsburg, Pa.,	do.
S. C. Stewart,	Tyrone, Pa.,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.
W. H. Barnes,	Philadelphia, Pa.,	do.
Samuel Rea,	Philadelphia, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 1, 1893.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Charles E. Pugh,	Philadelphia, Pa.
Secretary,	James R. McClure,	Philadelphia, Pa.
Treasurer,	James R. McClure,	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Lewisburg and Tyrone Railroad Company.	Tyrone, Pa.,	Fairbrook, .	Pennsylvania Railroad Company.	19.90	19.90
Lewisburg and Tyrone Railroad Company.	Lewisburg, .	Le mont Junction.	Pennsylvania Railroad Company.	57.60	57.60
Lewisburg and Tyrone Railroad Company.	Fairbrook, .	Scotia, . . .	Pennsylvania Railroad Company.	5.26	5.26
Lewisburg and Tyrone Railroad Company.	Juniata Junction.	Juniata, . .	Pennsylvania Railroad Company.	2 08	2.08
Lewisburg Bridge, . . .	Montandon,	Lewisburg, .	Pennsylvania Railroad Company.	.24	.24
Total,				85.08	85.08

The Lewisburg and Tyrone Railroad is leased to the Pennsylvania Railroad Company, for the term of ninety-nine years, from and after the first day of January, 1880. Rental, net earnings.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$1,566,287 94	Capital stock,	\$1,200,000 00
Cash and current assets,	11,178 70	Current liabilities,	295,919 30
		Profit and loss,	81,547 34
Total,	\$1,577,466 64	Total,	\$1,577,466 64

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	11	11
Number wooden,	32	32
Trestles:		
Number,	11	11
Aggregate length (feet),	1281	1281
Tunnels:		
Number,	2	2
Maximum length (feet),	266	266
Minimum length (feet),	252	252
Aggregate length of all tunnels (feet),	518	518
Telegraph:		
Miles of line owned by this company,	83.00	83.00
Miles of wire owned by this company,	86.36	86.36
Miles of line operated by Pennsylvania Railroad Company, lessee, . .	83.00	83.00
Miles of wire operated by Pennsylvania Railroad Company, lessee, .	86.36	86.36
Gauge of track,	4 ft. 9 in.	

LIGONIER VALLEY RAILROAD COMPANY.

Date of organization: April 29, 1871.

By what authority incorporated: Incorporated under the General Railroad Law of Pennsylvania, Act of February, 1849. By Act of Assembly, April 15, 1853, as Ligonier and Latrobe Railroad, supplementals, April 14, 1866, April 17, 1869, March 15, 1871 and May 2, 1871, and title changed to Ligonier Valley Railroad.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Hon. Thos. Mellon.	Pittsburg, Pa.,	January 8, 1894.
T. A. Mellon,	Pittsburg, Pa.,	do.
J. R. Mellon,	Pittsburg, Pa.,	do.
A. W. Mellon,	Pittsburg, Pa.,	do.
R. B. Mellon,	Pittsburg, Pa.,	do.
W. S. Mitchell,	Pittsburg, Pa.,	do.
George Senft,	Ligonier, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 11, 1893.
Postoffice address of general office: 514 Smithfield street, Pittsburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	Hon. Thos. Mellon,	Pittsburg, Pa.
Secretary,	A. W. Mellon,	Pittsburg, Pa.
Treasurer,	R. B. Mellon,	Pittsburg, Pa.
General Solicitor, Attorney or Counsel. .	Hon. E. E. Robbins,	Greensburg, Pa.
Auditor,	J. R. Mellon,	Pittsburg, Pa.
General Manager,	T. A. Mellon,	Pittsburg, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Ligonier Valley,	Latrobe,	Ligonier,	10.50	10.50

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$249,476 39	Capital stock,	\$160,000 00
Cost of equipment,	30,440 20	Funded debt,	75,000 00
Cash and current assets,	1,932 68	Current liabilities,	2,895 22
		Profit and loss,	43,924 05
Total,	\$281,819 27	Total,	\$281,819 27

CONTRACTS, AGREEMENTS, ETC.

No other contract except with United States Postoffice Department, for carrying mail between Latrobe and Ligonier, for two daily mails each way, for which we receive \$115.21 quarterly.

CHARACTERISTICS OF ROAD.

Bridges:	
Number iron,	4
Telegraph:	
Miles of line owned by this company,	10.50
Miles of wire owned by this company,	21.00
Miles of line operated by this company,	10.50
Miles of wire operated by this company,	21.00
Gauge of track,	4 ft. 9 in.

LITTLE SAWMILL RUN RAILROAD COMPANY.

Date of organization: July 23, 1850.
By what authority incorporated: Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John S. Duss,	Economy, Pa.,	May, 31, 1893.
Henry Hice,	Beaver, Pa.,	do.
E. H. Stowe,	Sewickley, Pa.,	do.
C. S. Fetterman,	Pittsburgh, Pa.,	do.
Jno. R. Neeld,	Pittsburgh, Pa.,	do.
Samuel Siber,	Economy, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 27, 1893.
Postoffice address of general office: Pittsburg, Pa.
Postoffice address of operating company: Pittsburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John Haworth,	Pittsburgh,
Secretary,	C. S. Fetterman,	do.
Treasurer,	Jno. S. Duss,	do.
General Solicitor, Attorney, or Counsel.	C. S. Fetterman,	do.
General Manager,	R. W. Jones,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
The Little Saw Mill Run Railroad Company,	Pittsburgh,	Banksville,	3	3

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges,		
Number wooden,	4	4
Trestles:		
Number,	3	3
Aggregate length (feet),	1,860	1,860

LITTLE SCHUYLKILL NAVIGATION RAILROAD AND COAL COMPANY.

Date of organization: October 15, 1829.

By what authority incorporated: Acts of Assembly of State of Pennsylvania. February 29, 1826, "to make a lock navigation on the East branch of the river Schuylkill, called Little Schuylkill;" with supplements April 10, 1826, to purchase lands; March 20, 1827, to purchase additional lands; April 14, 1828, to make a railroad; April 23, 1829, to change title to Little Schuylkill Navigation Railroad and Coal Company; April 8, 1833, sundries; April 7, 1846, sundries; March 8, 1847, sundries; April 22, 1863, to sell lands. Letters patent, September 14, 1829. License, December 1, 1831.

Operated by Philadelphia and Reading Railroad Company.

DIRECTORS.

(In the charter called "Managers.")

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
George W. Keever.	Philadelphia.	Annual meeting the stockholders to be held Janu- ary 10, 1894.
Thomas McKean.	do.	
John R. Fell.	do.	
Charles Edward Ingersoll.	do.	
David Reeves.	do.	
Henry P. McKean, Jr.	do.	

Date of last meeting of stockholders for election of officers: January 11, 1893.

Postoffice address of general office: 410 Walnut street, Philadelphia, Pa.

Postoffice address of operating company: Philadelphia and Reading Railroad Company.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	Carroll T. Tyson.	Philadelphia.
Secretary.	Joseph Lapsley Wilson.	do.
Treasurer.		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line in Pennsylvania.
	From—	To—		
Little Schuylkill Navigation Railroad and Coal Company.	Port Clinton.	Tamanend.	Philadelphia and Reading Railroad Co.	28.10
	Tamaqua.	Newkirk.	Philadelphia and Reading Railroad Co.	1.50
	Tamaqua.	Greenwood.	Philadelphia and Reading Railroad Co.	1.50
East Mahanoy Railroad Co.,	East Mahanoy Junc.,	Wash House run near Mahanoy City.	Philadelphia and Reading Railroad Co.	10.72
	East Mahanoy tunnel.	Nesquehouing Valley Junction.	Philadelphia and Reading Railroad Co.	3.38
Total mileage.				45.20

Lease and contract: Little Schuylkill Navigation Railroad and Coal Company (Lessee), and East Mahanoy Railroad Company, January 12, 1863, for ninety-nine years, to pay "a sum equal to 6 per cent. per annum upon the capital stock," and a further sum (not exceeding \$2,000.00 per annum) for office expenses.

Lease and contract: Philadelphia and Reading Railroad Company (Lessee), and Little Schuylkill Navigation Railroad and Coal Company, July 7, 1868, for ninety-three years; leasing the railroads of Little Schuylkill Navigation Railroad and Coal Company and East Mahanoy Railroad company; to pay \$185,227.00 per annum, and further, such sums of money as may become due under East Mahanoy Railroad Company lease (as above noted).

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,*	\$2,405,943 75	Capital stock.	\$2,487,850 00
Bonds of other companies owned.	27,810 00	Current liabilities.	19,202 20
Stocks of other companies owned.	86,350 00	Profit and loss.	80,287 67
Other permanent investments, mortgages in Tamaqua.	700 00		
Cash and current assets.	66,526 12		
Total.	\$2,587,339 87	Total.	\$2,587,339 87

* About 3,000 acres mountain land, no income, included in "cost of road" above.

LOYALSOCK RAILROAD COMPANY.

Date of organization: December 3, 1884.

By what authority incorporated: General Railroad Act of April 4, 1868, and supplements thereto. State of Pennsylvania.

Operated by Philadelphia and Reading Railroad Company, lessee of Lehigh Valley Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Chas. Hartshorne.	Philadelphia, Pa.	Second Monday, January, 1894.
Wm. C. Alderson.	Philadelphia, Pa.	do. do.
John R. Fanshawe.	Philadelphia, Pa.	do. do.
Henry S. Drinker.	Philadelphia, Pa.	do. do.
Wm. Stevenson.	Sayre, Pa.	do. do.
Rob't H. Sayre.	South Bethlehem,	do. do.

Date of last meeting of stockholders for election of directors: January 9, 1893.

Postoffice address of general office: Philadelphia, Pa.

Postoffice address of operating company: Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	E. P. Wilbur.	So. Bethlehem, Pa.
Vice President.	Chas. Hartshorne.	Philadelphia, Pa.
Secretary.	John R. Fanshawe.	Philadelphia, Pa.
Treasurer.		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Penn'a.
	From—	To—			
Loyalsock Railroad.	Barnums, .	Bernice, . .	Philadelphia and Reading Railroad Company, lessee of Lehigh Valley Railroad Company.	31.81	31.81
Thorndale branch.	Lopey, . . .	Thorndale,	Philadelphia and Reading Railroad Company, lessee of Lehigh Valley Railroad Company.	7.63	7.63
Sundry branches,			Philadelphia and Reading Railroad Company, lessee of Lehigh Valley Railroad Company.	3.97	3.97
Total mileage,				43.41	43.41

This road was operated by the Philadelphia and Reading Railroad Company, lessee of Lehigh Valley Railroad Company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$349,263 05	Capital stock,	\$300,000 00
		Current liabilities,	49,263 05
Total,	\$349,263 05	Total,	\$349,263 05

IMPORTANT CHANGES DURING THE YEAR.

Road was extended during the year 2.98 miles.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges ;		
Number of stone,	101	101
Number of iron,	9	9
Number of wooden,	11	11
Trestles :		
Number,	6	6
Aggregate length (feet),	1,291	1,291
Gauge of track,	4 ft. 8 1-2 in.	

LYKENS VALLEY RAILROAD AND COAL COMPANY.

Date of organization: Was made sometime in the years 1830 to 1833 inclusive. Records of that period are not in the possession of present officers.

By what authority incorporated: Charter granted by Commonwealth of Pennsylvania, April 7, 1830, supplementary Acts passed March 30, 1833, March 13, 1839, April 26, 1850, May 3, 1850, April 9, 1859 and March 21, 1861.

This road is leased to the Summit Branch Railroad Company, by whom the rent is paid us. We have been informed, but unofficially, that the road is operated by the Northern Central Railway Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
William A. Nash,	Brooklyn, N. Y.,	First Monday of May, 1894.
Frederick A. Platt,	Lakewood, N. J.,	do. do.
John W. Hoffman,	Philadelphia, Pa.,	do. do.
Isaac H. Blatt,	Lakewood, N. J.,	do. do.
Thomas T. Barr,	Brooklyn, N. Y.,	do. do.
James R. Cowing,	Brooklyn, N. Y.,	do. do.
Frederick J. Middlebrook,	New York city, N. Y.,	do. do.

Date of last meeting of stockholders for election of directors: First Monday of May, 1893.
Postoffice address of general office: 66 Broad street, New York.
Postoffice address of operating company: Leased to Summit Branch Railroad Company, 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	William A. Nash,	66 Broad street, New York.
Secretary,	Charles Emmet,	do. do.
Treasurer,		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Lykens Valley Railroad and Coal Company.	Millersburg, Pa.	Williamstown Pa.	Leased to the Summit Branch Railroad Company by whom the rent is paid. We have reason to believe the road is operated by the Northern Central Railway Company, but have no official notice to that effect.	19.70	19.70

The Lykens Valley Railroad extending from its junction, with the Northern Central Railway, near Millersburg, Dauphin county, to the tunnel of the Summit Branch Railroad Company, Williamstown, together with all its branches, machine shops, water tanks, buildings, locomotives, rolling stock, and the privileges and appurtenances whatever, belonging to or connected with said railroad or used for working the same, belonging to the Lykens Valley Railroad and Coal Company, were, on the first day of March, 1866, leased to the Summit Branch Railroad Company, for the term of 999 years, at an annual rent of \$62,500.00.

The lessee to keep the property in repair and to pay all taxes, duties, ordinary or extraordinary, levied or assessed by the United States, the State of Pennsylvania, or any county, town or borough in which the said railroad is situated, except only the income tax of the United States on the sum of \$62,500.00, stipulated to be paid for rent.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$569,739 62	Capital stock,	\$600,000 00
Cost of equipment,	17,000 00	Profit and loss,	3,250 70
Stocks of other companies owned, valued at,	3,678 75		
Other permanent investments, valued at,	630 00		
Lands owned,	9,027 62		
Cash and current assets,	3,174 71		
Total,	\$603,250 70	Total,	\$603,250 70

McKEAN AND BUFFALO RAILROAD COMPANY.

Date of organization: September 11, 1884.
By what authority incorporated: Organized under the Act of General Assembly of Pennsylvania, approved April 4, 1868 (P. L. 62), entitled "An Act to authorize the formation and regulation of railroad corporations," and the various supplements thereto.
Operated by Western New York and Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Sam'l G. DeCoursey,	104 South Fifth st., Philadelphia, Pa.,	January 8, 1894.
N. Thouron,	433 Chestnut street, Philadelphia, Pa.,	do.
G. E. Bartol,	139 South Front st., Philadelphia, Pa.,	do.
J. K. Barclay,	407 Locust street., Philadelphia, Pa.,	do.
J. Rundle Smith,	109 South Third st., Philadelphia, Pa.,	do.
W. C. Bullitt,	Bullitt Building, Philadelphia, Pa., . .	do.
E. W. Clark, Jr.,	Bullitt Building, Philadelphia, Pa., . .	do.

Date of last meeting of stockholders for election of directors: January 9, 1893.
Postoffice address of general office: Buffalo, N. Y., 84 Exchange street.
Postoffice address of operating company: Western New York and Pennsylvania Railroad Company.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Sam'l G. DeCoursey,	Philadelphia, Pa.
Vice President,	N. Thouron,	Philadelphia, Pa.
Secretary,	Joseph R. Trimble,	Philadelphia, Pa.
Treasurer,	Franklin S. Buell,	Buffalo, N. Y.
Auditor,	John F. Reynolds,	Buffalo, N. Y.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
McKean and Buffalo Railroad Company.	Larabee, . .	Clermont, .	Western New York and Pennsylvania Railroad Company.	22.15	22.15

Lease dated, executed and acknowledged December 8, 1881, to the Buffalo, New York and Philadelphia Railway Company, of all and singular the railway of the McKean and Buffalo Railroad Company.
Recorded in McKean county, Pennsylvania, February 16, 1882, in Mortgage book, Vol. "M," page 288, also July 21, 1882, in Deed book, Vol. 16, page 130. Nine hundred and ninety-nine years from December 8, 1881. This road is leased to the Western New York and Pennsylvania Railroad Company, and its operations are included in the report of that company, to which you are respectfully referred.

CHARACTERISTICS OF ROAD.

Gauge of track, 4 ft. 8 1-2 in.

McKEESPORT AND BESSEMER RAILROAD COMPANY.

Date of organization: Articles of association filed October 29, 1888.
By what authority incorporated: Act approved April 4, 1868 and supplements thereto.
Operated by The Pennsylvania Railroad Company, as agent.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. H. Barnes,	Philadelphia, Pa.,	February 20, 1894.
John P. Green,	Philadelphia, Pa.,	do.
Wm. A. Patton,	Radnor, Delaware co., Pa.,	do.
Samuel Rea,	Bryn Mawr, Montgomery co., Pa.,	do.
N. Parker Shortridge,	Wynnewood, Montgomery co., Pa.,	do.
Henry D. Welsh,	Philadelphia, Pa.,	do.

Date of last meeting of stockholders for election of directors: February 21, 1893.
Postoffice address of general office: 233 South Fourth street, Philadelphia, Pa.
Postoffice address of operating company: Operated by the Pennsylvania Railroad Company, as agent, 233 South Fourth street, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Robert Pitcairn, .	Pittsburgh, Pa.,
Secretary,	Albert Hewson, .	233 S. Fourth street, Philadelphia, Pa.
Treasurer,		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
The McKeesport and Bessemer railroad.	Cochran station, on the Pittsburgh, Virginia and Charleston railway.	The Western end of McKeesport.	Pennsylvania Railroad Company.	1.52	1.52

Operated by the Pennsylvania Railroad Company as agent for cost.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$578,940 18	Capital stock,	\$100,000 00
Cash and current assets,	86,403 29	Current liabilities,	500,041 25
		Accrued interest on bills payable,	10,000 00
		Profit and loss,	55,302 22
Total,	\$665,343 47	Total,	\$665,343 47

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYL- VANIA.
Bridges :		
Number stone,	2	2
Trestles :		
Number,	4	4
Aggregate length (feet),	3,701	3,701
Telegraph :		
Miles of line owned by this company,	2	2
Miles of wire owned by this company,	3	3
Miles of line operated by Pennsylvania Railroad Company as agent, . .	2	2
Miles of wire operated by Pennsylvania Railroad Company as agent, .	3	3
Gauge of track,	4 ft. 9 in.	

McKEESPORT CONNECTING RAILROAD COMPANY.

Date of organization: March 20, 1889.

By what authority incorporated: Under General Law, State of Pennsylvania, Act of April 1, 1868 and its supplements.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Horace Crosby,	Pittsburg, Pa.,	Fourth Tuesday of January, 1894.
E. C. Converse,	New York, N. Y.,	do. do.
J. H. Pierce,	McKeesport, Pa.,	do. do.
A. Chaudon,	McKeesport, Pa.,	do. do.
C. I. O'Connor,	McKeesport, Pa.,	do. do.
J. W. Downer, Jr.,	New York, N. Y.,	do. do.

Date of last meeting of stockholders for election of directors: January 24, 1893.

Postoffice address of general office: McKeesport, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Horace Crosby,	Pittsburg, Pa.
Secretary,	J. W. Downer, Jr.,	New York, N. Y.
Treasurer,	C. I. O'Connor,	McKeesport, Pa.
Chief Engineer, "M. M.",	Geo. N. Riley,	Braddock, Pa.
General Solicitor, Attorney or Counsel, .	W. B. Rodgers,	Pittsburg, Pa.
Auditor,	A. T. Stewart,	McKeesport, Pa.
General Manager,	E. C. Converse,	New York, N. Y.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Penn- sylvania.
	From—	To—		
McKeesport Connecting Railroad Company,	McKeesport, Pa., . .	Port Perry, Pa., . . .	.575	.575

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$27,711 28	Capital stock,	\$40,000 00
Cost of equipment,	19,220 34	Current liabilities,	31,433 68
Cash and current assets,	56,886 31	Profit and loss,	32,384 25
Total,	\$103,817 93	Total,	\$103,817 93

CONTRACTS, AGREEMENTS, ETC.

We have an agreement with one railroad that uses ours for a terminal, and for which they pay us a car load rate that is fixed by the rate of freight from points of shipment to destination. We perform the switching service for another railroad, for which they pay us a car load rate that is also fixed by the rate of freight from points of shipment to destination.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENN- SYLVANIA.
Trestles:		
Number,	1	1
Aggregate length (feet),	3,041	3,041
Gauge of track,	4 ft. 8 1-2 in.	

MAHONING VALLEY RAILROAD COMPANY.

Date of organization: October 14, 1893.
By what authority incorporated: Act approved April 4, 1868, and Acts supplementary thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
Adrian Iselin,	New York city.	W. J. McManius, . . .	Helvetia, Pa.
Adrian Iselin, Jr., . . .	New York city.	M. F. McCrohon, . . .	do.
C O'D. Iselin,	New York city.	W. E. VanDyke,	do.
J. H. Hocart,	New York city.	John McLeary,	do.
J. A. Haskell,	Wilmington, Del.		

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Adrian Iselin,	New York city.
Secretary,	W. J. McManius,	Helvetia, Pa.
Treasurer,	John McLeary,	Helvetia, Pa.
Chief Engineer,	W. F. Arns,	Helvetia, Pa.
Auditor,	W. J. McManius,	Helvetia, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Mahoning Valley railroad,	Helvetia,	Stanley, and yards at Falls Creek.	4.93	4.93
Buffalo, Rochester and Pittsburg railway.	Stanley,	Falls Creek,	8.07	8.07
Total mileage operated, . . . . .	.....	.....	13	13

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$71,606 84	Capital stock,	\$45,000 00
Cost of equipment,	211,013 81	Funded debt,	64,000 00
Cash and current assets,	17,458 23	Current liabilities,	179,681 71
		Profit and loss,	11,397 17
Total,	\$300,078 88	Total,	\$300,078 88

CHARACTERISTICS OF ROAD.

	ON WROLE LENGTH OF ROAD	IN PENNSYLVANIA.
Bridges:		
Number iron,	1	1
Number wooden,	4	4

MAPLETON AND ROCKY RIDGE RAILWAY COMPANY.

Date of organization: June 29, 1891.

By what authority incorporated: Act of April 4, 1868, supplement June 8, 1874.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	NAME.	POSTOFFICE ADDRESS.
C. W. Phillips,	Pittsburg, Pa.,	W. B. Blair,	Pittsburg, Pa.
*J. O. Phillips,	Pittsburg, Pa.,	A. Upjohn,	Pittsburg, Pa.

*Deceased.

Date of last meeting of stockholders for election of directors: July 1, 1891.

Postoffice address of general office: 1919 Josephine street, Pittsburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	C. W. Phillips,	Pittsburg, Pa.
Secretary,	A. Upjohn,	Pittsburg, Pa.
Treasurer,	F. F. Rohb,	Harrisburg, Pa.
Chief Engineer,	W. F. McCook,	Pittsburg, Pa.
Gen'l Solicitor, Att'y, or Counsel,	A. Upjohn,	
Auditor,		

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From--	To--		
Mapleton and Rocky Ridge Railway Company.	A junction with the P. R. R. near Mapleton station.	The sand works of Phillips glass company.	1	1

MAUCH CHUNK, SUMMIT HILL AND SWITCH BACK RAILWAY COMPANY.

Postoffice address of general office: Mauch Chunk, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
General Manager,	Theo. L. Mumford.	Mauch Chunk, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	FROM--	TO--		
Mauch Chunk, Summit Hill and Switch Back Railway.	Mauch Chunk,	Summit Hill,	18	18

GENERAL BALANCE SHEET.

DR.		CR.	
Cash and current assets,	\$6,644 41	Current liabilities,	\$895 27
		Profit and loss,	5,749 14
Total,	\$6,644 41	Total,	\$6,644 41

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	5	5
Trestles:		
Number,	1	1
Aggregate length (feet),	650	
Gauge of track,	3 feet, 6 inches.	

MARTIN'S CREEK RAILWAY COMPANY.

Date of organization: April 14, 1885.

By what authority incorporated: General Railroad Act of the Legislature of Pennsylvania, dated April 4, 1868.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John P. Green,	Philadelphia, Pa.,	January, 15, 1894.
Amos R. Little,	Philadelphia, Pa.,	do.
George B. Roberts,	Philadelphia, Pa.,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.
Henry D. Welsh,	Chestnut Hill, Pa.,	do.
Samuel Rea,	Bryn Mawr, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 16, 1893.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	W. H. Wilson,	233 S. Fourth street, Philadelphia,
Secretary,	Hugh B. Ely,	233 S. Fourth street, Philadelphia,
Treasurer,		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Martin's Creek Railway Company.	Middle of the Delaware River.	Connection with the Bangor and Portland railroad near mouth of Martin's Creek, Pa.	Pennsylvania Railroad Company.	.15	.15

The entire capital stock of the Martin's Creek Railway Company is owned by the Belvidere Delaware Railroad Company, and is operated under lease from that company, dated February 15, 1876, to the United New Jersey Railroad and Canal Company, from January 1, 1876 to June 30, 1876, which was assigned to the Pennsylvania Railroad Company, March 7, 1876. Surplus, after paying expenses and fixed charges, to be paid the lessors.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$30,000 00	Capital stock,	\$30,000 00
Total,	\$30,000 00	Total,	\$30,000 00

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges ; Number wooden,	1	1
Gauge of track,	4 ft. 9 in.	

MEADVILLE, CONNEAUT LAKE AND LINESVILLE RAIL-ROAD COMPANY.

Date of organization: June 17, 1891.

By what authority incorporated: Act of Assembly of Pennsylvania, approved the 8th day of April, 1861, entitled "An Act concerning the sale of railroads, canals, turnpikes, bridges and plank roads," and its several supplements and amendments, including the Acts Nos. 163 and 164 of the Public Laws of Pennsylvania, passed at the session of 1887.

Operated by Pittsburg, Shenango and Lake Erie Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. C. Huidekoper,	Meadville, Pa.,	May 1, 1894.
Samuel B. Dick,	do.	do.
Edgar Huidekoper,	do.	do.
J. D. Gill,	do.	do.
W. S. Harper,	do.	do.
John E. Reynolds,	do.	do.
John Dick,	do.	do.

Date of last meeting of stockholders for election of directors: May 1, 1893.

Postoffice address of general office: Meadville, Pa.

Postoffice address of operating company: Meadville, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	A. C. Huidekoper,	Meadville, Pa.
Secretary,	George S. Cullum,	Meadville, Pa.
Treasurer,	George S. Cullum,	Meadville, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Meadville, Conneaut Lake and Linesville.	Meadville, .	Linesville, .	Pitts, Shenango & L. E., .	21	21

MIDDLETOWN AND HUMMELSTOWN RAILROAD COMPANY.

Date of organization: July 31, 1888.

By what authority incorporated: Pennsylvania Act for formation and regulation of railroad corporations, April 4, 1868 and supplements.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
I. A. Sweigard,	Philadelphia, Pa.	Fourth Tuesday in January, 1894.
C. W. Raymond,	do.	do. do.
B. H. Bail,	do.	do. do.
C. G. Hancock,	do.	do. do.
H. T. Naisby,	do.	do. do.
R. S. Davis,	do.	do. do.
George Zeigler,	do.	do. do.
C. K. Klink,	do.	do. do.
C. E. Metzler,	do.	do. do.

Date of last meeting of stockholders for election of directors: January 24, 1893.

Postoffice address of general office: Reading Terminal Building, Philadelphia, Pa.

Postoffice address of operating company: Reading Terminal Building, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Jos. S. Harris,	Philadelphia, Pa.
Secretary,	W. R. Taylor,	do.
Treasurer,	W. A. Church,	do.
Comptroller,	D. Jones,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Middletown and Hummelstown railroad.	Middletown, Pa. . .	Hummelstown, Pa. .	6.60	6.60

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$129,712 94	Capital stock,	\$175,000 00
Cash and current assets,	75,000 00	Current liabilities,	42,062 05
Profit and loss,	12,349 11		
Total,	\$217,062 05	Total,	\$217,062 05

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	1	1
Gauge of track,	4 ft. 8 1-2 in.	

MIFFLIN AND CENTRE COUNTY RAILROAD COMPANY.

Date of organization: Incorporated April 2, 1860.
By what authority incorporated: Act, April 2, 1860, supplements thereto, May 1, 1861, March 23, 1865, March 6, 1867.
Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
R. D. Barclay,	Philadelphia, Pa.	February 20, 1893.
W. H. Barnes,	Philadelphia, Pa.	do.
Samuel Rea,	Philadelphia, Pa.	do.
G. B. Roberts,	Philadelphia, Pa.	do.
Henry D. Welsh,	Philadelphia, Pa.	do.
W. H. Wilson,	Philadelphia, Pa.	do.
George Wood,	Philadelphia, Pa.	do.
G. W. Elder,	Lewistown, Pa.	do.
R. H. Lee, Jr.,	Lewistown, Pa.	do.
James H. Mann,	Lewistown, Pa.	do.
N. P. Shortridge,	Wynnewood, Pa.	do.
William Willis,	Lewistown, Pa.	do.

Date of last meting of stockholders for election of directors: February 21, 1893.
Postoffice address of general office: 233 South Fourth street, Philadelphia.
Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John P. Green,	Philadelphia, Pa.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Mifflin and Centre County Railroad Company.	Lewistown Junction.	Milroy. . . .	Pennsylvania Railroad Company.	12.31	12.31

Leased to the Pennsylvania Railroad Company for 999 years from March 19, 1863. Rental, net earnings.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$366,939 39	Capital stock,	\$167,775 00
Cash and current assets,	24,134 41	Funded debt,	200,000 00
Profit and loss,	26,078 45	Current liabilities,	49,377 25
Total,	\$417,152 25	Total,	\$417,152 25

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	2	2
Number wooden,	10	10
Trestles:		
Number,	1	1
Aggregate length (feet),	55	55
Telegraph:		
Miles of line owned by this company,	6.6	6 6
Miles of wire owned by this company,	13.1	13.1
Miles of line operated by Pennsylvania Railroad Company, lessee,	7.6	7.6
Miles of wire operated by Pennsylvania Railroad Company, lessee,	15.1	15.1
Gauge of track,	4 ft. 9 in.	

MILL CREEK AND MINE HILL NAVIGATION AND RAILROAD COMPANY.

Date of organization: February 7, 1828.

By what authority incorporated: State of Pennsylvania, Act approved February 7, 1828.

Operated by The Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. J. Antelo,	407 Library street, Philadelphia,	December, 1893.
Geo. deB. Keim,	do. do.	do.
E. P. Wilbur,	do. do.	do.
P. C. Hollis,	do. do.	do.
Wm. R. Taylor,	do. do.	do.
Jas. M. Landis,	do. do.	do.

Date of last meeting of stockholders for election of directors: December 26, 1892.

Postoffice address of general office: 407 Library street, Philadelphia.

Postoffice address of operating company: The Philadelphia and Reading Railroad Company, 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Jos. S. Harris,	407 Library street, Philadelphia.
Secretary,	P. C. Hollis,	do. do.
Treasurer,		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	in Pennsylvania.
	From—	To—			
Mill Creek and Mine Hill Navigation and Railroad Company.	Mill Creek Junction.	Newcastle.	The Philadelphia and Reading Railroad Company.	3.80	3.80

The Mill Creek and Mine Hill Navigation and Railroad Company, has leased its road to the Philadelphia and Reading Railroad Company, by lease dated July 25, 1861, for a term of 999 years, at a rental of \$33,000.00 per annum and taxes

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$323,045 00	Capital stock,	\$323,375 20
Cash and current assets,	1,653 64	Dividends not called for,	46 25
Six months rental due June 1st: dividend declared in July,	16,500 00	Profit and loss,	17,779 39
Total,	\$341,200 64	Total,	\$341,200 64

CHARACTERISTICS OF ROAD.

Bridges:		
Number iron,		2
Number wooden,		9
Trestles:		
Number,		3
Aggregate length (feet),		230 3-4
Telegraph:		
Miles of line operated by Philadelphia, Reading and Pottsville Telegraph Company,		4
Miles of wire operated by Philadelphia, Reading and Pottsville Telegraph Company,		31
Gauge of track,		4 ft. 8 1-2 in.

MINE HILL AND SCHUYLKILL HAVEN RAILROAD COMPANY.

Date of organization: March 24, 1828.

By what authority incorporated: Act of Legislature of State of Pennsylvania, dated March 24, 1828.

If a consolidated company, name the constituent companies: Mine Hill and Schuylkill Haven Railroad Company, chartered March 24, 1828. Mt. Eagle and Tremont Railroad, chartered April 29, 1853. Supplement to charter March 22, 1855, merged into Mine Hill, March 24, 1862. Schuylkill Haven and Lehigh River Railroad, chartered July 14, 1862, merged into Mine Hill, May 16, 1863.

Operated by Philadelphia and Reading Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Benjamin H. Shoemaker,	205 N. Fourth street, Philadelphia,	January 1, 1894, or until others are chosen.
Frederick Fraley,	1000 Walnut street, Philadelphia,	
John W. Biddle,	459 Marshall street, Philadelphia,	
Wm. Hocker,	233 S. Fourth street, Philadelphia,	
Alfred Jones,	Germantown, Philadelphia,	
James G. McCollin,	506 Marshall street, Philadelphia,	
Barclay R. Leeds,	3221 N. Seventeenth st., Phila.,	
Philip C. Garrett,	Logan P. O., Philadelphia,	
Thomas McKean,	153 Dock street, Philadelphia,	
Redwood F. Warner,	School lane near Wissahickon ave- nue, Germantown, Philadelphia,	
John S. Jenks,	241 Chestnut street, Philadelphia,	

Date of last meeting of stockholders for election of directors: January 9, 1893.

Postoffice address of general office: 119 South Fourth street, Philadelphia.

Postoffice address of operating company: Philadelphia and Reading Railroad Company, 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Benj. H. Shoemaker,	205 North Fourth street, Philadelphia.
Secretary,	James G. McCollin,	119 South Fourth street, Philadelphia.
Treasurer,	John W. Biddle,	119 South Fourth street, Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Mine Hill and Schuylkill Haven Railroad Company.	Schuylkill Haven.	Locust Gap. Tremont. New Lincoln.	Philadelphia and Reading Railroad Company.	5.18	5.18

The Mine Hill and Schuylkill Haven Railroad Company, is leased to the Philadelphia and Reading Railroad Company, for a period of 999 years, at a rental of 8 per cent, on the capital stock.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	\$4,165,572 49	Capital stock.	\$4,210,200 00
Bonds of other companies owned.	359,000 00	Due Philadelphia and Reading Railroad Company.	67 13
Cash and current assets.	18,137 91	Dividends due.	3,208 00
Profit and loss.	\$4,764 73	Contingent fund.	339,000 00
Total.	\$4,572,475 13	Total.	\$4,572,475 13

MONONGAHELA CONNECTING RAILROAD COMPANY.

Date of organization: March 31, 1885.

By what authority incorporated: State of Pennsylvania, Act of April 4, A. D. 1868.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Henry A. Laughlin.	Pittsburgh, Pa.	January 8, 1894.
B. F. Jones.	do.	do.
George M. Laughlin.	do.	do.
W. L. Jones.	do.	do.
James Laughlin, Jr.	do.	do.
W. L. King.	do.	do.
B. F. Jones, Jr.	do.	do.

Date of last meeting of stockholders for election of directors: January 9, 1893.

Postoffice address of general office: Third Avenue and Try street, Pittsburgh.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	Henry A. Laughlin.	Pittsburg, Pa.
Vice President.	James Laughlin, Jr.	do.
Secretary.	Benjamin Page.	do.
Treasurer.	James Laughlin, Jr.	do.
Solicitor.	J. D. McKennan.	do.
Auditor.	Benjamin Page.	do.
General Manager.	W. C. Quincy.	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Main line.	Ormsby, P. V. & C. Ry.	Laughlin, Baltimore and Ohio railroad.	.90	.90
South Side branch,	Main line,	Pittsburg and Lake Erie railroad junc.	.30	.30
West branch,	Main line,	Along Monongahela river.	.87	.87
Other branches, . . . . .	. . . . .	. . . . .	1.06	1.06
Total mileage operated, . . . . .	. . . . .	. . . . .	3.13	3.13

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$692,716 99	Capital stock,	\$450,000 00
Cost of equipment,	40,041 75	Funded debt,	200,000 00
Lands owned,	18,589 00	Current liabilities,	57,039 63
Cash and current assets,	62,437 04	Earnings invested in:	
		Construction,	22,350 39
		Rights of way,	52,934 63
		Equipment,	9,248 72
		Real estate,	16,814 00
		Profit and loss,	5,397 41
Total,	\$813,784 78	Total,	\$813,784 78

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENN- SYLVANIA.
Bridges:		
Number iron,	1	
Trestles:		
Number,	3	
Aggregate length (feet),	2,100	
Telegraph:		
Miles of line owned by this company (telephone line), . . . . .	.9	.9
Miles of wire owned by this company (telephone line),	1.8	1.8
Miles of line operated by this company (telephone line), . . . . .	.9	.9
Miles of wire operated by this company (telephone line),	1.8	1.8
Miles of line operated by Postal Telegraph Cable Company, . . . . .	.3	.3
Miles of wire operated by Postal Telegraph Cable Company,	2.7	2.7
Gauge of track,	4 ft. 8 3-4 in.	

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Locomotive house and ground, from Laughlin and Co. (Limited). Land for depot grounds and tracks from M. K. Moorhead.

MONONGAHELA RIVER AND STREETS RUN RAILROAD COMPANY.

Date of organization: Articles of association filed January 2, 1892.
By what authority incorporated: Act approved April 4, 1868.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
R. D. Barclay,	Philadelphia, Pa.,	February 13, 1894.
John P. Green,	Philadelphia, Pa.,	do.
Wm. A. Patton,	Radnor, Delaware county, Pa.,	do.
Robert Pitcairn,	Pittsburgh, Pa.,	do.
Henry D. Welsh,	Philadelphia, Pa.,	do.
George Wood,	Philadelphia, Pa.,	do.

Date of last meeting of stockholders for election of directors: February 14, 1893.

Postoffice address of general office: 233 South Fourth street, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel Rea,	233 South Fourth street, Philadelphia, Pa.
Secretary,	Albert Hewson,	233 South Fourth street, Philadelphia, Pa.
Treasurer,	E. S. Batchelor,	Pittsburgh, Pa.
Superintendent,		

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Monongahela River and Streets Run railroad.	A connection with the Pittsburgh, McKeesport and Youghiogheny railroad west of Hays station.	Coal tipple at Hope Church.	1.1	1.1
Branch line owned,	A point on main line near crossing of Streets Run.	A connection with the Pittsburgh, Virginia and Charleston railway at Hays station.	.3	.3
Total mileage operated,			1.4	1.4

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$50,261 99	Capital stock,	\$50,000 00
Cash and current assets,	67 35	Profit and loss,	329 34
Total,	\$50,329 34	Total,	\$50,329 34

IMPORTANT CHANGES DURING THE YEAR.

Connection made with the Pittsburg, Virginia and Charleston Railway, in August, 1892, by a branch 3-10 of a mile long.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges : Number wooden,	2	2
Gauge of track,	4 ft. 8 1-2 in.	

MONT ALTO RAILROAD COMPANY.

Date of organization: Incorporated May 3, 1864. Organized, November 14, 1871.

By what authority incorporated: Laws of the State of Pennsylvania. An Act to incorporate May 3, 1864; an Act extending time and completion, March 9, 1870; supplement to an Act to incorporate, April 6, 1870.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thomas B. Kennedy,	Chambersburg, Pa.,	May 9, 1894.
M. C. Kennedy,	Chambersburg, Pa.,	do.
J. F. Boyd,	Chambersburg, Pa.,	do.
W. L. Ritchey,	Chambersburg, Pa.,	do.
Hastings Gehr,	Chambersburg, Pa.,	do.
E. P. Dwight,	Philadelphia, Pa.,	do.
Ezra Frick,	Waynesboro, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 10, 1893.

Postoffice address of general office: Chambersburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Thomas B. Kennedy,	Chambersburg, Pa.
Secretary,	Edward B. Wiestling,	Chambersburg, Pa.
Treasurer,	W. L. Ritchey,	Chambersburg, Pa.
Auditor,		

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Mont Alto Railroad,	Junction with C. V.,	Waynesboro, Pa., . . .	17.89	17.89

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$218,204 75	Capital stock,	\$110,000 00
Cost of equipment,	16,795 25	Funded debt,	125,000 00
Cash and current assets,	4,609 59	Current liabilities,	134,138 61
Profit and loss,	129,529 02		
Total,	\$369,138 61	Total,	\$369,138 61

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company: Forty per cent. of transportation.
United States Mail: For \$866.66.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	20	20
Number wooden,	11	11
Trestles:		
Number,	1	1
Aggregate length (feet),	456	456
Telegraph:		
Miles of line owned by this company,	20.50	20.50
Miles of wire owned by this company,	20.50	20.50
Miles of line operated by this company,	20.50	20.50
Miles of wire operated by this company,	20.50	20.50
Gauge of track,	4 ft. 9 in.	

MONTOUR RAILROAD COMPANY.

Date of organization: September, 1877.
By what authority incorporated: "An Act to authorize the formation and regulation of railroad companies." Act of the General Assembly of the Commonwealth of Pennsylvania, approved April 4, 1868.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	NAME.	POSTOFFICE ADDRESS.
Wm. J. McKinnie, . . .	Cleveland, Ohio,	W. M. Short,	Pittsburg, Pa.,
U. A. Andrews,	Pittsburgh, Pa.,	W. B. Rodgers,	Pittsburgh, Pa.,
W. B. Case,	Pittsburgh, Pa.,	J. R. McCreery,	Pittsburgh, Pa.,

Postoffice address of general office: 95 Fifth Avenue, Pittsburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Wm. J. McKinnie,	Cleveland, Ohio.
Secretary,	W. M. Short,	Pittsburg, Pa.
Treasurer,	C. A. Cooper,	Pittsburg, Pa.
Chief Engineer,	W. B. Rodgers,	Pittsburg, Pa.
General Solicitor, Attorney, or Counsel,	W. B. Case,	Pittsburg, Pa.
Auditor,	U. A. Andrews,	Pittsburg, Pa.
General Manager,		

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Main line (owned),	Montour Junction, Pa.,	Imperial, Pa.,	11	11

CHARACTERISTICS OF ROAD.

Bridges:	
Number wooden,	13
Telegraph:	
Miles of line owned by this company,	11
Miles of wire owned by this company,	11
Miles of line operated by this company,	11
Miles of wire operated by this company,	11
Gauge of track,	4 ft. 8 1-2 in.

MONTROSE RAILWAY COMPANY.

Date of organization: April 15, 1869. Supplement March 17, 1871. Charter signed April 3, 1871.
By what authority incorporated: State of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Robert Klotz,	Mauch Chunk,	January, 1894.
Charles O. Skeer,	Mauch Chunk,	do.
S. D. Thomas,	Springville,	do.
H. K. Sherman,	Springville,	do.
Azur Lathrop,	Montrose,	do.
Paul Billings,	Tunkhannock,	do.
W. E. Little,	Tunkhannock,	do.
Lemuel Blakslee,	Springville,	do.
Samuel H. Sayre,	Montrose,	do.
J. S. Tarbell,	Montrose,	do.
Abram Luce,	Montrose,	do.
Alonzo P. Blakslee,	Delano,	do.

Date of last meeting of stockholders for election of directors: January 10, 1893.
Postoffice address of general office: Mauch Chunk, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	James I. Blakslee,	Mauch Chunk.
Vice President,	Alonzo P. Blakslee,	Delano.
Secretary,	J. R. Raynsford,	Montrose.
Treasurer,	Asa P. Blakslee,	Mauch Chunk.
General Solicitor, Attorney or Counsel,	Wm. M. Post,	Montrose.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Montrose Railway,	Tunkhannock,	Montrose,	28.00	28.00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$332,486 18	Capital stock,	\$304,900 00
Cost of equipment,	41,308 13	Capital part paid,	2,527 21
Cash and current assets.	9,686 05	Current liabilities,	1,290 36
		Profit and loss,	74,762 79
Total,	\$383,480 36	Total,	\$383,480 36

CONTRACTS, AGREEMENTS, ETC.

The United States Express Company pay a rental of 40 per cent.
The United States of America, pay us quarterly, a sum fixed by weight of mails carried.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges :		
Number iron.	1	1
Gauge of track,		3 feet.

MOUNT CARBON AND PORT CARBON RAILROAD COMPANY.

Date of organization: July 16, 1842.
By what authority incorporated: State of Pennsylvania, Act approved July 16, 1842.
Operated by The Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. J. Antelo,	407 Library street, Philadelphia,	December, 1893.
George de B. Keim,	do. do.	do.
P. C. Hollis,	do. do.	do.
Wm. R. Taylor,	do. do.	do.
James M. Landis,	do. do.	do.
E. P. Wilbur,	do. do.	do.

Date of last meeting of stockholders for election of directors: December 26, 1892.
Postoffice address of general office: 407 Library street, Philadelphia.
Postoffice address of operating company: The Philadelphia and Reading Railroad Company, 227 South Fourth street.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Joseph S. Harris,	407 Library street, Philadelphia.
Secretary and treasurer,	P. C. Hollis,	do. do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Mount Carbon and Port Carbon Railroad Company.	Mount Carbon.	Port Carbon.	Philadelphia and Reading Railroad Company.	2.50	2.50

The Mount Carbon and Port Carbon Railroad Company has leased its road to The Philadelphia and Reading Railroad Company, for a term of fifty years, by lease dated March 5, 1860, at an annual rental of \$36,250.00.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$282,815 45	Capital stock,	\$282,350 00
Cash and current assets,	4,523 52	Current liabilities,	2,740 63
		Profit and loss,	2,248 34
Total,	\$287,338 97	Total,	\$287,338 97

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges :		
Number stone,	2	2
Number wooden,	7	7
Trestles :		
Number,	2	2
Aggregate length (feet),	480	480
Gauge of track,	4 ft. 8 1-2 in.	

MOUNT CARMEL AND NATALIE RAILROAD COMPANY.

Date of organization: March, 1891.

By what authority incorporated: General Law of State.

Operated by Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John McGinnis, Jr.,	New York city,	March 15, 1894.
J. G. Case,	New York city,	do.
Fred'k Wiltse,	New York city,	do.
N. Tavlör,	Wilkes-Barre, Pa.,	do.
Wm. W. Paterson,	Scranton, Pa.,	do.
H. F. Sterner,	Philadelphia, Pa.,	do.
E. S. Pigott,	Jersey City, N. J.,	do.

Date of last meeting of stockholders for election of directors: March 16, 1893.

Postoffice address of general office: 1001 Chestnut street, Philadelphia and 143 Liberty street, New York city.

Postoffice address of operating company: Philadelphia and Reading Railroad Company, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	John McGinnis, Jr., . . .	143 Liberty street, New York.
Vice President,	J. G. Case.	143 Liberty street, New York.
Secretary,	J. G. Case.	143 Liberty street, New York.
Treasurer,	J. C. Bailey.	1001 Chestnut street, Philadelphia.
General Solicitor, Attorney or Counsel, .	Nathaniel Taylor, . . .	143 Liberty street, New York. Wilkes-Barre, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Mount Carmel and Natalie.	One-half mile northeast of Alaska.	Natalie.	Philadelphia & Reading,	6.50	6.50

On the 20th of March, 1891, the Mount Carmel and Natalie Railroad Company entered into a contract with the Penn Anthracite Coal Company to transport over its railroad, all the coal mined, and to be mined by said coal company; and on the 20th day of March, 1891, the Mount Carmel and Natalie Railroad Company, in furtherance of its contract with said coal company, made and entered into a contract with the Philadelphia and Reading Railroad Company, to run twenty years from date thereof, which provides, that said Philadelphia and Reading Railroad Company shall, for said period of twenty years, promptly furnish all necessary cars and engines for the transportation of all the coal mined and shipped by said Penn Anthracite Coal Company over the Mount Carmel and Natalie Railroad; and allow to the said Mount Carmel and Natalie Railroad Company a division of tolls on all the coal so hauled over its railroad. Further, that the Philadelphia and Reading Railroad Company shall maintain the Mount Carmel and Natalie Railroad in a good and efficient condition for twenty years, and to be paid the cost of maintenance with 10 per cent. added by the Mount Carmel and Natalie Railroad Company.

Note—The Mount Carmel and Natalie Railroad was finished and began operation the latter part of December, 1891.

MT. JEWETT, KINZUA AND RITERTVILLE RAILROAD COMPANY.

Date of organization: April 27, 1889.

By what authority incorporated: General Act approved April 4, 1868.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Elisha K. Kane,	Kushequa, Pa.,	January 15, 1894.
Thos. L. Kane,	Kane, Pa.,	do.
Evan O'N. Kane,	Kane, Pa.,	do.
J. D. Magowan,	Kane, Pa.,	do.
J. D. Watts,	New York, N. Y.,	do.
Thos. M. McClellan,	Mt. Jewett, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 10, 1893.

Postoffice address of general office: Kushequa, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Elishua K. Kane,	Kushequa, Pa.
Secretary,	T. L. Kane,	Kane, Pa.
Treasurer,	Zella E. Kane,	Kushequa, Pa.
Chief Engineer,	M. J. Dill,	Kane, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvaniam.
	From—	To—		
Mt. Jewett, Kinzua and Riterville railroad.	Mt. Jewett,	Camp Halsey,	5	
	Kushequa,	Gaffneys,	1	
	McAmbley Junction, . .	McAmbley, . . . . .	.50	
	McAmbley Junction, . .	Beaver Meadow, . . .	.25	
	Kushequa,	Pond, . . . . .	.25	
Kinzua Hemlock railroad,	Pintown,	Shingle Mill, . . . .	.25	
	Pintown,	Kushequa Yard, . . .	.50	
	Camp Halsey,	West Line,	8.50	
	Pine Run,	E. Johnson's,	1.50	
	Tally Ho,	G. Jantz's, . . . . .	.75	
	West Line,	Thunder Shower, . . .	.40	
	West Line,	Turn Up Run, . . . .	.70	
Total mileage operated, . . .			19.60	19.60

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$73,755 45	Capital stock,	\$80,000 00
Stocks of other companies owned, . .	57,000 00	Funded debt,	80,000 00
Cash and current assets,	37,925 02	Current liabilities,	5,317 50
		Profit and loss,	3,362 97
Total,	\$168,680 47	Total,	\$168,680 47

IMPORTANT CHANGES DURING THE YEAR.

.50 miles switch.

CONTRACTS, AGREEMENTS, ETC.

\$120,000 per year for carrying mail from Mt. Jewett to Kushequa and return.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	2	2
Trestles:		
Number,	8	8
Aggregate length (feet),	48	48
Telephone:		
Miles of line owned by this company,	7	7
Miles of wire owned by this company,	7	7
Gauge of track,	4 ft. 8 1-2 in.	

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Office and freight house belongs to Elisha K. Kane.

MT. JEWETT AND SMETHPORT RAILROAD COMPANY.

Date of organization: May 23, 1892.

By what authority incorporated: Under the provisions of the Act of the General Assembly of the Commonwealth of Pennsylvania, entitled "An Act to authorize the formation and regulation of railroad corporations," approved April 4, 1868, and the Acts supplementary, thereto, articles of association and charter being recorded in the Recorder's Office of McKean county, on March 31, 1893, in Miscellaneous book "2," at pages 339, etc.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
B. F. Hazelton,	Bradford, Pa.,	January 8, 1894.
E. E. Tait,	Bradford, Pa.,	do.
E. F. Clark,	Bradford, Pa.,	do.
A. L. Hazelton,	Cambridgeboro, Pa.,	do.
J. L. Brown,	Wilcox, Pa.,	do.
F. P. Hazelton,	Bradford, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 9, 1893.

Postoffice address of general office: Bradford, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	B. F. Hazelton,	Bradford, Pa.
Vice-President,	A. L. Hazelton,	Cambridgeboro, Pa.
Secretary,	F. P. Hazelton,	Bradford, Pa.
Treasurer,	E. E. Tait,	Bradford, Pa.
Gen'l Solicitor, Att'y, or Counsel,	George A. Berry,	Bradford, Pa.
Auditor,	F. P. Hazelton,	Bradford, Pa.
General Manager,	E. F. Clark,	Bradford, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Mt. Jewett and Smethport Railroad Company.	Mt. Jewett, Pa., . . .	Hazel Hurst, Pa., . . .	5	5

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$43,574 15	Capital stock,	\$52,875 00
Cost of equipment,	10,299 72	Current liabilities,	3,006 75
Cash and current assets,	612 33	Profit and loss,	544 25
Sundries,	157 55		
Profit and loss,	1,782 25		
Total,	\$56,426 00	Total,	\$56,426 00

CHARACTERISTICS OF ROAD.		
	ON WHOLE LENGTH OF ROAD.	IN PENNSYL- VANIA.
Trestles :		
Number,	4	4
Aggregate length (feet),	105	105
Gauge of track,	4 ft. 8 1-2 in.	

MOUNT PENN GRAVITY RAILROAD COMPANY.

Date of organization: April 26, 1889.
By what authority incorporated: Under General Railroad Law.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRA- TION OF TERM.
James Rick,	Reading, Pa.,	January, 1894.
Charles Rick,	do.	do.
James Nolan,	do.	do.
S. E. Ancona,	do.	do.
Jesse G. Hawley,	do.	do.
Thos. P. Merritt,	do.	do.
Frank S. Livingood	do.	do.
M. B. McKnight.	do.	do.
D. H. Wingerd,	do.	do.
Wm. R. McIlvain,	do.	do.
B. F. Owen,	do.	do.
Henry A. Muhlenberg,	do.	do.
J. G. Leinbach,	do.	do.

Date of last meeting of stockholders for election of directors: January 9, 1893.
Postoffice address of general office: Reading, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	James Rick,	Reading, Pa.
Vice President,	D. B D Beaver, M. D.,	do.
Secretary,	Frank S. Livingood,	do.
Treasurer,	Henry A Muhlenberg,	do.
General Solicitor, Attorney or Counsel,	Wm. B. Harper,	do.
General Manager,		

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Mount Penn Gravity Railroad Company,	Mineral Spring Park Station.	Mineral Spring Park Station.	8

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$113,216 04	Capital stock,	\$100,000 00
Cost of equipment,	29,337 95	Funded debt,	100,000 00
Cash and current assets,	1,211 07		
Profit and loss,	56,181 94		
Total,	\$200,000 00	Total,	\$200,000 00

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENN- SYLVANIA.
Bridges:		
Number wooden,	1	1
Gauge of track,	4 ft. 8 1-2 in.	

MOUNT PLEASANT AND BROAD FORD RAILROAD
COMPANY.

Date of organization: May 16, 1870.

By what authority incorporated: State of Pennsylvania, Acts February 19, 1849, April 6, 1870.

Operated by Pittsburg and Connellsville Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. B. D. Meeds,	Pittsburg, Pa.,	First Monday in January, 1894.
W. C. Magee,	Pittsburg, Pa.,	do. do.
J. B. Jackson,	Pittsburg, Pa.,	do. do.
John Bissell,	Pittsburg, Pa.,	do. do.
S. L. Schoonmaker,	Pittsburg, Pa.,	do. do.
C. L. Fitzhugh,	Allegheny, Pa.,	do. do.
O. P. Shupe,	Mt. Pleasant, Pa.,	do. do.
A. R. Banning,	Connellsville, Pa.,	do. do.
John D. Frisbee,	Connellsville, Pa.,	do. do.
C. F. Mayer,	Baltimore, Md.,	do. do.
Orland Smith,	Cincinnati, O.,	do. do.
Alex. Shaw,	Baltimore, Md.,	do. do.

Date of last meeting of stockholders for election of directors: January 9, 1893.

Postoffice address of general office: Pittsburg, Pa.

Postoffice address of operating company: Pittsburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. B. Washington,	Pittsburg, Pa.
Secretary and Treasurer,	A. W. Black,	Pittsburg, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania
	From—	To—			
Mount Pleasant and Broad Ford Railroad Company.	Broad Ford, Pa.	Mount Pleasant, Pa.	Pittsburg and Connellsville Railroad Company.	9.70	

Operated by the Baltimore and Ohio Railroad Company, by virtue of lease of Pittsburg and Connellsville Railroad Company, the lessee of this company. Lease dated January 2, 1871 for ninety-nine years.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$205,983 07	Capital stock,	\$150,500 00
Cash and current assets,	610,112 55	Profit and loss,	663,595 62
Total,	\$814,095 62	Total,	\$814,095 62

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENN- SYLVANIA.
Bridges:		
Number iron,	5	5
Number wooden,	4	4
Trestles:		
Number,	1	1
Aggregate length (feet),	32	32
Gauge of track,	4 ft. 8 3-4 in.	

NESCOPEEC RAILROAD COMPANY.

Date of organization: June 3, 1886.

By what authority incorporated: General Law, April 4, 1868.

Operated by The Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John P. Green,	Philadelphia, Pa.,	May 8, 1894.
Henry D. Welsh,	Philadelphia, Pa.,	do.
J. C. Bright,	Pottsville, Pa.,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.
Amos R. Little,	Philadelphia, Pa.,	do.
W. H. Barnes,	Philadelphia, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 9, 1893.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel Rea,	Philadelphia, Pa.
Secretary,	James R. McClure,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Nescopee railroad, . . .	Nescopee, Pa.	Rock Glen Junct., Pa.	Pennsylvania railroad, . .	11.96	11.96

Operated by the Pennsylvania Railroad Company, under resolutions of boards of directors of both companies. Rental, net earnings. This agreement went into effect April 25, 1887, and is terminable at the option of either party on thirty days' notice.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$460,395 28	Capital stock,	\$250,000 00
Profit and loss,	76,815 80	Funded debt,	200,000 00
		Current liabilities,	78,211 08
Total,	\$537,211 08	Total,	\$537,211 08

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	1	1
Number iron,	8	8
Telegraph:		
Miles of line owned by this company,	12	12
Miles of wire owned by this company,	24	24
Miles of line operated by the Pennsylvania Railroad Company, lessee,	12	12
Miles of wire operated by the Pennsylvania Railroad Company, lessee,	24	24
Gauge of track,	4 ft. 9 in.	

NESQUEHONING VALLEY RAILROAD COMPANY.

Date of organization: May 14, 1861.

By what authority incorporated: Special Act of May 14, 1861.

Operated by Central Railroad Company of New Jersey.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
F. R. Cope,	Philadelphia,	Second Monday in January, 1894.
J. W. Woolston,	do.	do. do.
Effingham B. Morris,	do.	do. do.
J. S. Harris,	do.	do. do.
E. W. Clark,	do.	do. do.
P. C. Garrett,	do.	do. do.
Edward Lewis,	do.	do. do.
Samuel Dickson,	do.	do. do.
B. H. Shoemaker,	do.	do. do.
J. W. Biddle,	do.	do. do.
Geo. C. Thomas,	do.	do. do.
J. Bayard Henry,	do.	do. do.
Robert C. Massey, Jr.,	do.	do. do.

Date of last meeting of stockholders for election of directors: January 9, 1893.
Postoffice address of general office: 226 South Third street, Philadelphia.
Postoffice address of operating company: 143 Liberty street, New York.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. W. Woolston,	Philadelphia.
Secretary,	C F. Howell,	do.
Treasurer,		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAMES.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Nesquehoning Valley railroad.	Nesquehoning Junction.	Tamanend, .	Central Railroad Company of New Jersey.	16.66	16.66

The Nesquehoning Valley Railroad is leased to the Lehigh Coal and Navigation Company, for the term of 999 years from November 4, 1863. The road was sublet to the Central Railroad Company of New Jersey, March 31, 1871, and is operated by that company, in connection with the Lehigh and Susquehanna Railroad.

GENERAL BALANCE SHEET.

DR.		DR.	
Cost of road,	\$1,419,245 72	Capital stock,	\$1,418,600 00
Cash and current assets,	1,184 37	Current liabilities,	1,830 09
Total,	\$1,420,430 09	Total,	\$1,420,430 09

NEVERSINK MOUNTAIN RAILROAD COMPANY.

Date of organization: February 5, 1889.
By what authority incorporated: Act of April 4, 1868, and Acts supplementary thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
George Brooks,	Birdsboro, Pa.,	June 28, 1894.
George F. Baer,	Reading, Pa.,	do.
William D. Smith,	Reading, Pa.,	do.
W. F. Wooten,	Reading, Pa.,	do.
M. C. McIlvain,	Reading, Pa.,	do.
R. T. Leaf,	Reading, Pa.,	do.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Henry T. Kendall,	Reading, Pa.
Secretary,	M. C. Melvain,	do.
Treasurer,	D. W. Stehman,	do.
Gen'l Solicitor, Att'y, or Counsel, . . .	George F. Baer,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From--	To--		
Neversink Mountain Railroad Company.	Ninth and Penn streets, Reading.	Klappenthal,	s	s

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$149,160 92	Capital stock,	\$100,000 00
Cost of equipment,	66,623 70	Funded debt,	19,000 00
Stocks of other companies owned, . .	24,000 00	Current liabilities,	134,895 28
Land owned,	11,972 31		
Cash and current assets,	2,133 35		
Total,	\$253,895 28	Total,	\$253,895 28

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Trestles:		
Number,	2	2
Aggregate length (feet),	200	200

NEW CASTLE AND BEAVER VALLEY RAILROAD COMPANY.

Date of organization: March 29, 1863.

By what authority incorporated: Act of Assembly, February 6, 1862. Supplements approved February 17, 1863, April 20, 1864, April 9, 1869.

Operated by Pennsylvania Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
Wm. Patterson,	New Castle, Pa.,	Second Monday of January, 1894.	
John B. Jackson,	Pittsburg, Pa.,	do.	do.
L. Raney,	New Castle, Pa.,	do.	do.
John L. Crawford,	New Castle, Pa.,	do.	do.
A. R. Lee,	Erie, Pa.,	do.	do.
L. S. Hough,	New Castle, Pa.,	do.	do.

Date of last meeting of stockholders for election of directors: January 9, 1893.

Postoffice address of general office: New Castle, Pa.

Postoffice address of operating company: Pittsburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	S. W. Cunningham,	Pittsburg, Pa.
Secretary and Treasurer,	J. A. Crawford,	New Castle, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
New Castle and Beaver Valley.	New Castle.	Homewood.	Pennsylvania Company, . .	14.98	14.98

June 29, 1865, leased to the Pittsburg, Fort Wayne and Chicago Railway Company, at a rental of 40 per cent. of the gross earnings. This lease assigned by lessee to Pennsylvania Railroad Company, June 7, 1869. June 29, 1874, the Pennsylvania Railroad Company conveyed this lease to Pennsylvania Company, to take effect as of date, April 1, 1871.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$378,865 95	Capital stock,	\$700,000 00
Cash and current assets,	95,872 30	Current liabilities,	1,966 49
		Income under lease,	272,771 76
Total,	\$974,738 25	Total,	\$974,738 25

NEW CASTLE AND BEAVER VALLEY RAILROAD COMPANY—PENNSYLVANIA COMPANY OPERATING.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
New Castle and Beaver Valley railroad.	Homewood, Pa., . . .	New Castle, Pa., . . .	14.98	14.98

CONTRACTS, AGREEMENTS, ETC.

Express Companies: The Adams Express Company pays this company 40 per cent. of its gross receipts from general traffic, and 70 per cent. of its gross receipts from oyster traffic.

Mails: The compensation for transportation of mails is a fixed annual rate per mile of road, decided by the extent of the service performed, based upon the actual weight of mails carried for thirty consecutive days during each quadrennial period.

Freight or Transportation Companies or Lines: The Star Union Line transacts business at current rates, the expense of conducting the same being borne by the roads over which it operates, in the proportion of the earnings therefrom of each to the whole. Customary rates are also paid for the use of Union Line cars.

Telegraph Companies: The Western Union Telegraph Company pays a fixed sum for certain telegraph privileges, and also receives a proportion of the receipts and pays a proportion of the expenses of the telegraph line owned by New Castle and Beaver Valley Railroad Company.

Other Contracts: The Union News Company pays a fixed rental for privileges granted over this road.

The Travelers Insurance Company pays a proportion of its gross receipts for privileges and facilities granted at sundry stations.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	6	6
Number iron,	6	6
Number wooden,	1	1
Telegraph:		
Miles of line operated by this company, jointly with the Western Union Telegraph Company,	14.9	14.9
Miles of wire operated by this company,	36	36
Miles of wire operated by Western Union Telegraph Company,	29.8	29.8
Gauge of track,		4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Star Union Line.

NEW CASTLE AND BUTLER RAILROAD COMPANY.

Date of organization: September, 1881.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAME.	POSTOFFICE ADDRESS.
M. S. Marquis,	New Castle, Pa.	Geo. B. Berger,	New Castle, Pa.
F. W. Biddle,	do.	F. W. Marquis,	do.
W. H. Marquis,	do.		

Date of last meeting of stockholders for election of directors: June, 1893.

Postoffice address of general office: New Castle, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	M. S. Marquis,	New Castle, Pa.
Vice President,	L. Raney,	New Castle, Pa.
Vice President,	F. W. Biddle,	New Castle, Pa.
Treasurer,	W. H. Marquis,	New Castle, Pa.
General Solicitor, Attorney, or Counsel,	A. L. Hazen,	Butler, Pa.
General Manager,	Geo. B. Berger,	New Castle, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
New Castle and Butler Railroad Co.,	New Castle,	Mineral Ridge,	2.5	2.5

CHARACTERISTICS OF ROAD.

Trestles:		
Number,		3
Aggregate length (feet),		350
Gauge of track,		3 ft. 2 in.

The stock of the New Castle and Butler Railroad Company is all owned by M. S. Marquis, and road operated by him for his sole use. No one else shipping any material over the road.

NEW CASTLE AND SHENANGO VALLEY RAILROAD COMPANY.

Date of organization: May 3, 1887.
By what authority incorporated: Laws of Pennsylvania.
Operated by New York, Lake Erie and Western Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
G. W. Johnson,	New Castle, Pa.,	May, 1894.
L. Raney,	New Castle, Pa.,	do.
Wm. Patterson,	New Castle, Pa.,	do.
Chas. S. Wallace,	New Castle, Pa.,	do.
P. L. Kimberly,	Sharon, Pa.,	do.
E. A. Wheeler,	Sharon, Pa.,	do.
Chas. E. Whitehead,	New York City,	do.
E. B. Thomas,	New York City,	do.

Date of last meeting of stockholders for election of directors: May 1, 1893.
Postoffice address of general office: New Castle, Pa.
Postoffice address of operating company: New York, Lake Erie and Western Railroad Company, New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	G. W. Johnson,	New Castle, Pa.
Vice President,	L. Raney,	do.
Secretary,	Chas. S. Wallace,	do.
Treasurer,		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
New Castle and Shenango Valley.	New Castle,	Middlesex,	N. Y., L. E. and W. R. R. Co.	16.20	16.20

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$540,893 40	Capital stock,	\$292,250 00
Cash and current assets,	39 99	Funded debt,	250,000 00
Profit and loss,	9,674 27	Current liabilities,	8,357 66
Total,	\$550,607 66	Total,	\$550,607 66

NEWPORT AND SHERMAN'S VALLEY RAILROAD COMPANY.

Date of organization: July 30, 1890.

By what authority incorporated: By the General Law.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
H. H. Bechtel,	Newport, Pa.,	Second Tuesday, January, 1894.
B. M. Eby,	Newport, Pa.,	do. do.
W. H. Gault,	Newport, Pa.,	do. do.
Geo. Fleisher,	Newport, Pa.,	do. do.
Jas. Eberhart,	Newport, Pa.,	do. do.
Jas. A. Gray,	Elliottsburg, Pa.,	do. do.
Dr. B. P. Hook,	Loysville, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: Second Tuesday of January, 1893.

Postoffice address of general office: Newport, Perry county, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	David Gring,	Newport, Pa.
Vice President,	H. H. Bechtel,	Newport, Pa.
Secretary,	Horace Beard,	Newport, Pa.
Treasurer,	J. H. Irwin,	Newport, Pa.
General Solicitor, Attorney or Counsel,	W. H. Sponsler,	New Bloomfield, Pa.
Auditor,	C. K. Miller,	Newport, Pa.
General Manager,	David Gring,	Newport, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Newport and Sherman's Valley,	Newport,	New Germantown,	30.67	30.67

IMPORTANT CHANGES DURING THE YEAR.

Blain to New Germantown, 3.7 miles.

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company for 40 per cent. of their earnings.

Postoffice Department at their rates for carrying the mails.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	5	5
Trestles:		
Number,	48	48
Telegraph:		
Miles of line owned by this company,	31	31
Miles of wire owned by this company,	34	34
Miles of line operated by this company,	31	31
Miles of wire operated by this company,	34	34

Gauge of track, 3 feet.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Rent rooms in buildings owned by Pennsylvania Railroad Company for general office.

NEW YORK, CHICAGO AND ST. LOUIS RAILROAD COMPANY.

Date of organization: September 27, 1887.

By what authority incorporated: Under the laws of New York, Pennsylvania, Ohio, Indiana and Illinois.

If a consolidated company, name the constituent companies: This company's railroad was built for the New York, Chicago and St. Louis Railway Company, a consolidated company, organized under the laws of the five states above named, and composed of constituent companies in the several states, to wit: The Buffalo, Cleveland and Chicago Railway Company of New York, whose articles of association were filed with the Secretary of State about January 15, 1881. The Buffalo, Cleveland and Chicago Railway Company of Pennsylvania, whose articles of association were filed with the Secretary of the Commonwealth about January 15, 1881. The New York and Chicago Railway Company of Ohio, whose articles of incorporation were filed with Secretary of State about March 15, 1881. The New York and Chicago Railway Company of Indiana, whose articles of incorporation were filed with Secretary of State March 4, 1881. The New York and Chicago Railway Company of Illinois, whose articles of organization were filed with the Secretary of State March 23, 1881. All of the constituent companies were incorporated under the General Railroad Laws of their respective states, to wit: General Railroad Law of New York, entitled "An Act to authorize the formation of the railroad companies and to regulate the same," passed April 2, 1850. In Pennsylvania an Act to authorize the formation and regulation of railroad corporations, approved April 4, 1868. In Ohio, sections 3236 to 3245 of revised statutes. In Indiana, sections 3885 to 3888 of revised statutes. In Illinois, chapter 114 of revised statutes, section 1106. The constituent companies were consolidated by agreement, dated April 8, 1881, under the general laws of the five states named, to which reference is made, as follows: In New York, chapter 917 of the laws of 1869, entitled "An Act authorizing the consolidation of certain railroad companies." In Pennsylvania, an Act supplementary to an Act regulating railroad companies, approved the 17th day of February, A. D. 1849, approved 24th of March, 1865. In Ohio, sections 3380 to 3385 of revised statutes. In Indiana section 3971 of revised statutes. In Illinois, chapter 32 of revised statutes, sections 50 to 57. By reason of the foreclosure of mortgages upon its railway, it was sold in May, 1887. Companies incorporated under the laws of the five states above named, respectively, bought from the purchasers the portions in their respective states. These companies with the dates of their incorporation, were as follows: The New York, Chicago and St. Louis Railroad Company of New York, whose articles of association were filed with Secretary of State, June 22, 1887. The Erie and State Line Railroad Company of Pennsylvania, whose articles of association were filed with the Secretary of the Commonwealth, June 27, 1887. The Cleveland and State Line Railroad Company of Ohio, whose articles of incorporation were filed with Secretary of State, August 15, 1887. The Fort Wayne and Illinois Railroad Company, whose certificate of incorporation was filed with Secretary of State, June 28, 1887. The Chicago and State Line Railroad Company, whose articles of incorporation were filed with the Secretary of State, June 30, 1887. All were organized under the General Railroad Laws of the several states to which reference is given above.

Agreement for consolidation of the constituent companies in New York and Pennsylvania, dated July 7, 1887, and filed with Secretary of State, August 15, 1887. Name of consolidated company, The New York, Chicago and St. Louis Railroad Company. Agreement for consolidation of above named consolidated company with constituent companies in Ohio and Indiana, filed with Secretary of State, September 27, 1887. Lease of Chicago and State Line Railroad from The Chicago and State Line Railroad Company to the Fort Wayne and Illinois Railroad Company, dated September 20, 1887. As this company is the owner of the capital stock of The Chicago and State Line Railroad Company, which does not keep up an independent organization for the purpose of distributing income, the lease is treated as affecting a consolidation in fact. Consolidation was affected under the laws of the several states above referred to, except the lease of The Chicago and State Line Railroad, which was made by authority of chapter 114, section 34 of revised statutes of Illinois and section 3973 of revised statutes of Indiana.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
William K. Vanderbilt,	New York, N. Y.,	May, 1894.
Cornelius Vanderbilt,	New York, N. Y.,	do.
Fred. W. Vanderbilt,	New York, N. Y.,	do.
H. McK. Twombly,	New York, N. Y.,	do.
John S. Kennedy,	New York, N. Y.,	do.
James A. Roosevelt,	New York, N. Y.,	do.
Fred. P. Olcott,	New York, N. Y.,	do.
Chauncey M. Depew,	New York, N. Y.,	do.
Allyn Cox,	New York, N. Y.,	do.
D. W. Caldwell,	Cleveland, Ohio,	do.
Samuel E. Williamson,	Cleveland, Ohio,	do.
Ralph W. Hickox,	Cleveland, Ohio,	do.
Charles M. Reed,	Erie, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 2, 1893.
Postoffice address of general office: Cleveland, Ohio.

OFFICERS.

TITLE.	NAME.	ADDRESS.
Chairman of the Board,	Wm. K. Vanderbilt,	New York, N. Y.
President,	D. W. Caldwell,	Cleveland, Ohio.
Secretary,	Allyn Cox,	New York, N. Y.
Treasurer,	H. Hammersley,	Cleveland, Ohio.
Assistant Treasurer,	Saml. E. Williamson,	Cleveland, Ohio.
General Counsel,	James P. Curry,	Cleveland, Ohio.
Audit r,		

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
<i>Main line owned.</i> The New York, Chicago and St. Louis,	Buffalo, N. Y., . . . A point in the city of Dunkirk, N. Y.	A point in the village of Silver Creek, N. Y. The boundry line between the states of Indiana and Illinois.	494.72 7.46	43.98
<i>Lines operated under lease, contract or otherwise under lease.</i> The Chicago and State Line,	The houndry line between the states of Indiana and Illinois.	Grand Crossing, Ill., .	9.96	
Lake Shore and Michigan Southern,	A point in the village of Silver Creek, N. Y.	A point in the city of Dunkirk, N. Y.	7.84	
<i>Under trackage rights.</i> New York, Lake Erie and Western, Lake Shore and Michigan Southern,	In Buffalo, N. Y., . . . Grand Crossing, Ill., .	. . . . . Chicago, Ill.,	1.60 8.90	
Total mileage operated,			530.48	43.98

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$46,086,157 92	Capital stock,	\$30,000,000 00
Cost of equipment,	3,785,899 12	Funded debt,	19,525,000 00
Stocks of other companies owned,	10,000 00	Current liabilities,	1,060,461 48
Cash and current assets,	1,536,418 67	Accrued interest on funded debt not yet payable,	195,250 00
		Accrued equipment rents not yet payable,	60,000 00
		Sinking fund account,	442,436 50
		Profit and loss,	135,327 73
Total,	\$51,418,475 71	Total,	\$51,418,475 71

IMPORTANT CHANGES DURING THE YEAR.

Taking effect April 1, 1893, The New York, Chicago and St. Louis Railroad Company, leased from the Lake Shore and Michigan Southern Railway Company, for a period of 99 years, 7.84 miles of double track, lying between a point in the city of Dunkirk, N. Y., and a point in the village of Silver Creek, N. Y. The track of the New York, Chicago and St. Louis Railroad Company between these points was taken up.

CONTRACTS, AGREEMENTS, ETC.

Express Companies—National Terms: During the period from July 1, 1892 to May 31, 1893, The National Express Company paid this company at the rate of six cents per ton per mile on all express tonnage. From June 1, 1893, this company is to receive 40 per cent. of the National Express Company's gross earnings earned upon this road, provided same shall not be less per month than \$100.00 per day, excluding Sundays. If the percentage does not equal in any one month \$100.00 per day, excluding Sundays, then that amount shall be paid by the express company.

Mails: The annual compensation allowed this company for the transportation of mails by the United States Government is \$23,521.27.

Sleeping Car Companies: Wagner Palace Car Company, Pullman Palace Car Company. We pay the former one and one-half cents and the latter two cents per mile on all mileage made by their cars on this road.

Fast Freight Lines: Lackawanna Line, Nickel Plate Line, Traders' Despatch, Interstate Despatch, South West Despatch, White Line Central Transit Company. All are co-operative lines owned by the companies over whose roads they run.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	49	13
Number wooden,	9	.....
Trestles:		
Number,	292	13
Aggregate length (feet),	40,428	4,373
Telegraph:		
Miles of line operated by this company,	512.60	43.98
Miles of wire operated by this company,	1,539	132
Miles of line operated by National Telegraph Company,	512.60	43.98
Miles of wire operated by National Telegraph Company,	6,590	572

Gauge of track, 4 ft. 8 1-2 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: The mortgage provides that if the road earns in any year ending September 30, the sum of \$900,000.00 or more, over actual operating expenses of such year, that it will pay to the trustee an amount not exceeding \$100,000.00, to be applied by it to the purchase of bonds, providing the bonds can be purchased at a rate not exceeding 102 per cent. and accrued interest. If in any year ending September 30, the road shall not have earned \$900,000.00 over operating expenses, or if in any such year bonds cannot be purchased at the rate stated above, then the payment provided for in the mortgage need not be made to the trustee.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Central Traffic Association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Lackawanna Line, Nickel Plate Line, Traders' Despatch, Interstate Despatch, South West Despatch, White Line Central Transit Company.

NEW YORK, LACKAWANNA AND WESTERN RAILWAY
COMPANY OF PENNSYLVANIA.

Date of organization: November 23, 1880.

By what authority incorporated: Under General Railroad Law of 1868, etc.

If a consolidated company, name the constituent companies: Consolidated and merged into the New York, Lackawanna and Western Railway of New York, October 23, 1883, which latter is operated under lease by the Delaware, Lackawanna and Western Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
William R. Storrs,	Scranton, Pa.,	Until next election.
James Archbald,	do.	do. do.
Garret Bogart,	do.	do. do.
James W. Fowler,	do.	do. do.
Robert McKenna,	do.	do. do.
John F. Snyder,	do.	do. do.
Walter Dawson,	do.	do. do.

Date of last meeting of stockholders for election of directors: November 11, 1880.

Postoffice address of general office: Scranton, Pa.

Postoffice address of operating company: Delaware, Lackawanna and Western Railroad Company, No. 26 Exchange Place, New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS
President,	W. F. Hallstead,	Scranton, Pa.
Secretary,	Fred F. Chambers,	New York City.
Treasurer,	Frederick H. Gibbens,	New York City.
General Manager,	W. F. Halstead,	Scranton, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.	Total mileage of road.	Total mileage of road in Penn- sylvania.
New York, Lackawanna and West- ern Railway Company.	Crossing Pennsylvania and New York State line three times into and through the town- ships of Athens and South Waverly, County of Bradford, Pennsylvania.	6.41	6.41

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLV- ANIA.
Bridges: Number iron,	8	8
Gauge of track,	4 ft. 8 1-2 in.	

NEW YORK, LAKE ERIE AND WESTERN RAILROAD COMPANY.

Date of organization: Certificate filed April 27, 1878.

By what authority incorporated: Under the General Railroad Act of the State of New York, dated April 2, 1850.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Henry H. Cook,	1 East Seventh-eighth street, New York city,	November 21, 1893.
William N. Gilchrist,	Windsor Hotel, New York city,	do.
James J. Goodwin,	45 West Thirty-fourth street, New York city,	do.
Abram S. Hewitt,	9 Lexington avenue, New York city,	do.
Morris K. Jesup,	197 Madison avenue, New York city,	do.
John King,	19 East Sixty-ninth street, New York city, . .	do.
William Libbey,	Fort George, New York city,	do.
John G. McCullough,	88 Park avenue, New York city,	do.
Ogden Mills,	2 East Sixty-ninth street, New York city, . .	do.
Alexander E. Orr,	102 Remsen street, Brooklyn,	do.
Cortlandt Parker,	Newark, N. J.,	do.
George W. Quintard,	928 Fifth avenue, New York city,	do.
William L. Strong,	12 West Fifty-seventh street, New York city,	do.
Eben B. Thomas,	175 West Fifty-eighth street, New York city,	do.
J. Lowber Welsh,	Philadelphia, Pa.,	do.
William A. Wheelock,	13 West Forty-eighth street, New York city, .	do.
William Whitewright,	16 West Twenty-second street, New York city,	do.

Date of last meeting of stockholders for election of directors: November 22, 1892.

Postoffice address of general office: Postoffice box 839 New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John King,	21 Cortlandt street, New York city.
First Vice President,	E. B. Thomas,	do. do.
Second Vice President,	Geo. H. Vaillant,	do. do.
Third Vice President,	Andrew Donaldson,	do. do.
Secretary,	A. R. Maedonough,	do. do.
Treasurer,	Edward White,	do. do.
Assistant Treasurer,	W. B. Bancker,	do. do.
Chief Engineer,	A. Mordecai,	do. do.
General Attorney, Attorney of Counsel,	H. Schoonmaker,	do. do.
Auditor,	W. Farrington,	do. do.
Auditor of Traffic,	E. P. Campbell,	do. do.
Auditor of Disbursements,	N. S. Rutter,	do. do.
General Manager,	Alfred Walter,	do. do.
Traffic Manager,	G. G. Cochran,	do. do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
New York, Lake Erie and Western railroad.	Piermont, N. Y., .	Dunkirk, N. Y., .	446.63	42.1
Newburgh branch,	Newburgh, N. Y., .	Greycourt, N. Y., .	18.73	
Newburgh and New York railroad,	Arden Junc., N. Y., .	Vail's Gate Junc., N. Y.,	12.64	
Buffalo branch,	Hornellsville, N. Y.	Attica, N. Y.,	60.92	2.50
Erie International railway,	Main st., Buffalo, N. Y.,	International Bridge, N. Y., . .	4.50	
Erie and Black Rock railroad,	International Junction, N. Y., .	Black Rock, N. Y., .	1.14	
Conesus Lake railroad,	Hamilton, N. Y., .	Lakeville, N. Y., .	1.61	2.50
Edgerton branch,	Mansfield, Pa., .	Edgerton, Pa., .	2.50	
Bergen and Dundee railroad,	Garfield, N. J., .	Passaic, N. J., .	2.45	
Paterson and Hudson railroad,				
Paterson and Ramapo railroad,				
Long Dock Company,	Jersey City, N. J., .	Suffern, N. Y., . .	31.24	
Union railroad,				
Montgomery and Erie railroad,	Goshen, N. Y., .	Montgomery, N. Y., .	10.43	
Goshen and Deckertown railroad,	Goshen, N. Y., .	Pine Island, N. Y., .	11.64	
Paterson, Newark and New York railroad,	Paterson, N. J., .	Newark, N. J., . . .	11.32	
Newark and Hudson railroad,	Bergen, N. J., .	Newark, N. J., . . .	5.62	
Bergen County railroad,	Rutherford Junc., N. J.,	Ridgewood Junc., N. J.,	9.82	
Middletown and Crawford railroad,	Crawford Junc., N. Y.,	Pine Bush, N. Y., .	10.22	
Hawley branch,	Lackawanna, Pa., .	Hawley, Pa., . . .	15.61	15.61
Jefferson railroad (Honesdale branch),	Hawley, Pa., . . .	Honesdale, Pa., . .	8.18	
Jefferson railroad (Carbondale branch),	Lanesboro, Pa., .	Carbondale, Pa., .	36.51	
Buffalo, Bradford and Pittsburg railroad,	Carrollton, N. Y., .	Gilesville, Pa., .	26.17	18.33
Buffalo, New York and Erie railroad,	Painted Post, N. Y.	Buffalo, N. Y., .	140.25	
Suspension Bridge and Erie Junction railroad,	East Buffalo, N. Y.	Suspension Bridge, N. Y.,	24.01	
Lockport and Buffalo railroad,	Tonawanda, N. Y., .	Lockport, N. Y., .	15.12	
Rochester and Genesee Valley railroad,	Avon, N. Y., . . .	Rochester, N. Y., .	18.40	
Avon, Genesee and Mount Morris,	Avon, N. Y., . . .	Mount Morris, N. Y.,	17.70	
Buffalo and Southwestern railroad,	Buffalo Creek Junction, N. Y., .	Jamestown, N. Y., .	66.36	
Weehawken branch,	Bergen Junction, Jersey City, N. J., .	D. & H. Coal Docks, N. J.,	3.44	
Northern Railroad of New Jersey,	Bergen Junction, N. J.,	Nyack, N. Y., . . .	26.05	
Moosic Mountain railroad,	Winton, Pa., . . .	Marshwood, Pa., .	4.21	4.21
Arlington railroad,	Newark Junction, N. J.,	N. Y. & G. L. Junc., N. J.,	1.16	
New York, Lake Erie and Western Coal and railroad,	Crawford Junc., Pa.,	Johnsonburg, Pa., .	31.04	
Toby Branch railroad,	Brockwayville, Pa.	Toby mines, Pa., .	12.	3.75
Brockport and Shawmut railroad,	Brockport, Pa., .	Shawmut, Pa., .	3.75	
Dagus railroad,	Daguscabound, Pa.	Dagus mines, Pa., .	5.50	
West Branch,	Bradford, Pa., . .	Sugar Run, Pa., .	10.84	10.84
Niagara River and Erie railroad,				
Erie and Niagara River railroad,				
Dock Connecting railway,	Not constructed.			
Total mileage operated,			1,107.71	190.64

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$155,632,900 57	Capital stock,	\$35,963,600 00
Cost of equipment,	7,915,470 45	Funded debt,	77,643,885 10
Bonds of other companies owned,	570,224 60	Current liabilities,	8,014,390 63
Stocks of other companies owned,	3,154,069 54	Accrued interest on funded debt, not yet payable,	896,791 46
Improvements and additions to leased lines and branches,	1,181,063 11	Accrued rentals of leased lines, not yet payable,	439,375 63
Amounts paid on account of equipment,	5,574,316 87	Profit and loss,	10,324,447 52
Advances—			
New York, Lake Erie & Western Coal and Railroad Company,	1,552,790 74		
Chicago and Erie railroad,	1,603,765 13		
Other companies,	1,646,291 80		
Cash and current assets,	3,170,085 57		
Erie Coal Companies, etc.,	1,831,511 36		
Total,	\$183,282,489 74	Total,	\$183,282,489 74

CONTRACTS, AGREEMENTS, ETC.

- 1892, July 12. Delaware, Lackawanna and Western Railroad Company. Rebuilding overhead bridge west of Bergen Tunnel.
- 1892, Aug. 1. Paterson Central Electric Railway Company. Grade crossing at Ellison street, Paterson.
- 1892, Aug. 24. Erie Elevator Company. Extending term of Erie Elevator lease.
- 1892, Sept. 15. Custom House New York. License as lighterman.
- 1892, Sept. 29. Erie Grain Lighterage. Assignment of contract with Edward Annan, dated December 20, 1886, for lighterage of grain in New York harbor.
- 1892, Oct. 1. Ohio Steel Company. Railroad facilities at Youngstown, Ohio.
- 1892, Oct. 15. Michigan Car Company. Assignment of licenses from Wickes Refrigerator Company for improvements on refrigerator cars.
- 1892, Nov. 1. James H. Rodgers. Use of dining and lunch rooms at Jersey City and Honesville.
- 1892, Nov. 1. Big Level and Kinzua Railroad Company. Lease of land for right of way in Hamlin township, McKean county, Pa.
- 1892, Nov. 1. Mt. Jewett, Kinzua and Rittersville Railroad Company. Purchase of one-half of certain tracks, sidings, etc., by Erie Company.
- 1892, Nov. 2. Pullman's Palace Car Company. Building eight passenger coaches.
- 1892, Nov. 4. Lake Shore and Michigan Southern Railway Company. Change in location of grade crossing at Beagle street, Dunkirk, N. Y.
- 1892, Nov. 20. Buffalo, Rochester and Pittsburg Railway Company. Building second track from Hutchins and from Ketner.
- 1892, Dec. 10. New York, Susquehanna and Western Railroad Company. Rebuilding bridge over Newark branch west of Bergen tunnel.
- 1893, Jan. 7. Hugh Ramsey. Building car-float.
- 1893, Jan. 13. Dennis S. Dockstrader. Licenses for wrecking frogs.
- 1893, Jan. 14. North Hudson County Railway Company. Crossing at Willow avenue, Hoboken.
- 1893, Jan. 25. Philadelphia and Erie Railroad Company and Pennsylvania Railroad Company. Improvements at Johnsonburg, Pa.
- 1893, Jan. 26. Michigan-Peninsular Car Company. Building 1,000 box cars.
- 1893, Feb. 10. Crosstown Street Railway Company, of Buffalo. Crossing at William street, Buffalo, N. Y.
- 1893, Feb. 12. Mayor and Aldermen, of Jersey City. Extension of Eighth street sewer.
- 1893, Mar. 2. Buffalo, Rochester and Pittsburg Railway Company. Supplement to agreement of Nov. 29, 1892.
- 1893, Mar. 13. Tonawanda Street Railway Company. Crossing at Oliver and Goundry streets, North Tonawanda, N. Y.
- 1893, April 7. Albert M. Smith. License for hose connecting machine.
- 1893, April 15. Robert Palmer and Son. Building car-float.
- 1893, May 1. Fowler Brothers, Limited. Lease of cold storage warehouse at Weehawken N. J.
- 1893, May 1. Trinidad Asphalt Paving Company. Lease of land at Jersey City, N. J.
- 1893, May 31. Buffalo, Bellevue and Lancaster Railway Company. Under crossing at Lancaster, N. Y.
- 1893, June 26. Jersey City, Hoboken and Rutherford Electric Railway Company. Consent to construction of road.
- 1893, June 26. Grand Street Electric Railway Company. Consent to construction of road.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	7	2
Number iron,	351	37
Number wooden,	101	15
Number combination,	1	
Trestles:		
Number,	157	23
Aggregate length (feet),	15,551	5,015
Tunnels:		
Number,	2	
Maximum length (feet),	4,381.3	
Minimum length (feet),	171	
Aggregate length of all tunnels (feet),	4,552.3	
Telegraph:		
Miles of line owned by this company,	927.5	223.25
Miles of wire owned by this company,	3,740	470.75
Miles of line operated by this company,	927.5	223.25
Miles of wire operated by this company,	3,740	470.75
Gauge of track,	4 ft. 8 1-2 in.	

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Passenger station, Monroe, C. T. Knight; passenger station, New Hampton, Mrs. T. V. Puff; passenger station, Guy-mard, A. J. Gumaer; Station, Hamilton, J. H. Pettijohn; passenger and freight stations with use of yards and other terminal facilities at Carbondale, Pa., Delaware and Hudson Canal Com-pany.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Trunk Line Association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Erie Despatch, Commercial Express and Interstate Despatch.

NEW YORK, LAKE ERIE AND WESTERN COAL AND RAIL-ROAD COMPANY,

Date of organization: January 28, 1881.

By what authority incorporated: Originally organized as the Wilcox and Howard Hill Im-provement Company, and changed to present title by decree of court. Pennsylvania, June 28, 1881. Original organization was under special Act of Pennsylvania Assembly of April 8, 1879.

Operated by New York, Lake Erie and Western Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. K. P. Hall,	St. Marys, Pa.,	Second Monday in June, 1894.
Samuel Hines,	Serauton, Pa.,	do. do.
J. Lowber Welsh,	Philadelphia, Pa.,	do. do.
John King,	New York,	do. do.
A. R. Macdonough,	New York,	do. do.
E. B. Thomas,	New York,	do. do.
David H. Jack,	Bradford, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: Second Monday in June, 1893.

Postoffice address of general office: 21 Cortlandt street, New York city.

Postoffice address of operating company: 21 Cortlandt street, New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. K. P. Hall,	St. Marys, Pa.
Vice President,	E. B. Thomas,	New York City.
Secretary,	A. R. Macdonough,	do.
Treasurer,	Edward White,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
New York, Lake Erie and Western Coal and Rail-road.	Crawford Junction.	Johnsonburg.	New York, Lake Erie and Western railroad.	29.92	22.57
Alton loop,	Alton, . . .	Riderville, .	New York, Lake Erie and Western railroad.	1.12	
Toby branch,	Brockway-ville.	Toby Mines,	New York, Lake Erie and Western railroad.	12.	
Brockport and Shawmut branch.	Brockport, .	Shawmut, .	New York, Lake Erie and Western railroad.	3.75	
Dagus branch,	Daguscabon-da.	Dagus Mines,	New York, Lake Erie and Western railroad.	5.50	
Total mileage,				52.29	52.29

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$2,162,826 36	Capital stock,	\$500,000 00
Roberts' Lot spur,	\$6,239 04	Funded debt,	3,000,000 00
Brockport and Shawmut railroad,	21,195 26		
Hazleton branch,	2,016 43		
	29,450 73		
Lands owned,	509,390 31		
New York, Lake Erie and Western Railroad Company,	\$426,959 26		
N. Western Mining and Ex. Company,	203,993 69		
	630,952 95		
Profit and loss,	167,379 65		
Total,	\$3,500,000 00	Total,	\$3,500,000 00

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	2	2
Trestles:		
Number,	2	2
Aggregate length (feet),	1,368	1,368
Telegraph:		
Miles of line owned by this company,	31.04	31.04
Miles of wire owned by this company,	31.04	31.04
Miles of line operated by this company,	31.04	31.04
Miles of wire operated by this company,	31.04	31.04
Miles of line operated by Western Union Telegraph Company,	31.04	31.04
Miles of wire operated by Western Union Telegraph Company,	31.04	31.04
Gauge of track,	4 ft. 8 1-2 in.	

NEW YORK AND NORTH PENNSYLVANIA RAILROAD
COMPANY.

Date of organization: August 1, 1883.

By what authority incorporated: General Railroad Law, dated March 24, 1865.

Operated by the Addison and Pennsylvania Railway Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	NAME.	POSTOFFICE ADDRESS.
T. C. Platt,	New York, N. Y.	C. L. Pattison,	Elkland, Pa.
M. F. Hammond,	Osceola, Pa.	B. H. Parkhurst,	Elkland, Pa.
E. G. Davidge,	Westfield, Pa.	J. E. Jones,	Yonkers, N. Y.
L. R. Gale,	Galeton, Pa.	W. C. Sheldon,	New York, N. Y.
Arthur Clinton,	Galeton, Pa.	George R. Sheldon,	New York, N. Y.

Date of last meeting of stockholders for election of directors: January 9, 1893.

Postoffice address of general office: Addison, N. Y.

Postoffice address of operating company: Addison, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	C. L. Pattison,	Elkland, Pa.
Vice President,	T. C. Platt,	New York, N. Y.
Secretary,	J. E. Jones,	Yonkers, N. Y.
Treasure,	George R. Sheldon,	New York, N. Y.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
New York and North Pennsylvania Railroad.	Gaines, Pa.	Galeton,	5.50	5.50

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$104,264 70	Capital stock,	\$50,000 00
		Funded debt,	50,000 00
		Current liabilities,	3,434 08
Total,	\$104,264 70	Total,	\$104,264 70

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	2	2
Trestles:		
Number,	2	2
Aggregate length (feet),	500	500
Telegraph:		
Miles of line operated by this company,	5	5
Miles of wire operated by this company,	5	5
Gauge of track,		3 feet.

NEW YORK, PENNSYLVANIA AND OHIO RAILROAD COMPANY.

Date of organization: March 20, 1880.

By what authority incorporated: Under Ohio law passed March 11, 1880, vol. 77, page 60, an Act supplementary to the revised statutes of Ohio, Title two, Chapter one and two, to enable purchasers of railroads at judicial sale to become incorporated.

Under the General laws of the Commonwealth of Pennsylvania, and under laws of the State of New York, of 1879, page 556, an Act to facilitate the foreclosure of mortgages made by consolidated companies of railroads partly within, and partly without the State, passed June 16, 1879.

If a consolidated company, name the constituent companies: The New York, Lake Erie and Western Railroad Company has made an indenture, dated April 30, 1883, leasing for a term of ninety-nine years, commencing with the 1st May, 1883, the main line, branches, and leased lines of this company, with its fixtures, and equipment, and has operated the said railroad since that time. The rental under the lease is based upon earnings. October 1, 1889, the lease was amended so that the rental is 32 per cent. of the gross earnings up to six million dollars, and a reduction in rental of one-tenth of one per cent. on the total gross earnings for each additional one hundred thousand dollars in excess of the six million dollars, until the gross earnings amount to eight million dollars and when the earnings equal, or exceed the sum of nine million dollars, the rental will be 23 per cent. of the gross earnings.

This company will report the earnings from rental, etc., and the financial condition, and the lessee company will report the physical characteristics and the operation.

The constituent companies were the New York, Pennsylvania and Ohio Railroad Company of Ohio, and the New York, Pennsylvania and Ohio Railroad Company of Pennsylvania, and the said consolidated companies became entitled to operate a road in New York state by virtue of a law of the State of New York, of June 16, 1879.

The certificate of incorporation of the New York, Pennsylvania and Ohio Railroad Company of Ohio, filed in the office of the Secretary of State, of the State of Ohio, March 16, 1880. The certificate of incorporation of the New York, Pennsylvania and Ohio Railroad Company, of Pennsylvania, filed in the office of the Secretary of the Commonwealth of Pennsylvania, March 17, 1880.

Under the laws of the State of New Yory, the Secretary of State of the State of New York issued his certificate that certain documents called for in said quoted law, were filed in his office on April 15, 1880.

Operated by the New York, Lake Erie and Western Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Chas. E. Whitehead,	New York City, 71 Wall street. .	Annually, and when suc- cessor is elected.
John Tod,	Cleveland, Ohio,	
E. R. Perkins,	Cleveland, Ohio,	
Samuel Mather,	Cleveland, Ohio,	
W. J. McKinnie,	Cleveland, Ohio,	
Fayette Brown,	Cleveland, Ohio,	
J. T. Wann,	Cleveland, Ohio,	
J. M. Ferris,	Toledo, O.,	
Lewis Miller,	Akron, O.,	
E. J. Barney,	Dayton, O.,	
E. A. Wheeler,	Sharon, Pa.,	
Simon Perkins,	Sharon, Pa.,	
H. B. Perkins,	Warren, O.,	

Date of last meeting of stockholders for election of directors: October 18, 1892.
Postoffice address of general office: 30 Euclid avenue, Cleveland, Ohio.
Postoffice address of operating company: The New York, Lake Erie and Western Railroad Company, 21 Cortlandt street, New York.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Charles E. Whitehead,	New York City.
Vice President,	John Tod,	Cleveland, O.
Secretary,	E. Tupper,	Cleveland, O.
Treasurer,	E. R. Perkins,	Cleveland, O.
General Solicitor, Attorney or Counsel, .	L. A. Russell,	Cleveland, O.
Auditor,	J. T. Wann,	Cleveland, O.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
New York, Pennsylvania and Ohio railroad.	Salamanca, N.Y.	Dayton, O. . . .	New York, Lake Erie and Western railroad.	388.04	92.40
Franklin branch, . .	Buchanan June.	Oil City, Pa., . .	New York, Lake Erie and Western railroad.	33.78	33.78
Wadsworth,	Wadsworth, O.	Coal mines. . . .	New York, Lake Erie and Western railroad.	2.98	
Silver Creek,	Near Wadsworth	Coal mines. . . .	New York, Lake Erie and Western railroad.	2.65	
Cleveland and Mahoning Valley railway.	Cleveland, O., .	Near state line of Pennsylvania.	New York, Lake Erie and Western railroad.	80.86	
Niles and New Lisbon branch.	Niles, O.	Point south of New Lisbon.	New York, Lake Erie and Western railroad.	36.27	
Liberty and Vienna branch.	Mosier Junction,	Vienna,	New York, Lake Erie and Western railroad.	6.86	
Sharon railway,	Sharon, Pa. . .	Pymatuning, . .	New York, Lake Erie and Western railroad.	7.93	7.93
Middlesex branch, .	Ferrona, Pa. . .	Middlesex. . . .	New York, Lake Erie and Western railroad.	6.86	6.86
Sharpsville extension	Boyce, Pa. . . .	Sharpsville. . . .	New York, Lake Erie and Western railroad.	1.56	1.56
Westerman railroad, .	Sharon, Pa., . .	$\frac{1}{2}$ mile West of Penna. and O. state line.	New York, Lake Erie and Western railroad.	2.09	1.34
New Castle and Shenango Valley railroad.	Middlesex. . . .	New Castle, Pa.,	New York, Lake Erie and Western railroad.	16.73	16.73
Youngstown and Austintown railway.	Youngstown, O.,	Coal mines, . . .	New York, Lake Erie and Western railroad.	9.85	
Total mileage, . .				596.46	160.60

The Cleveland and Mahoning Valley Railroad Company owns the Cleveland and Mahoning Railroad, the Niles and New Lisbon Railway and the Liberty and Vienna Railroad, and leases said railroads to this company for a fixed yearly rental of \$514,180.00. Lease to terminate on October 1, 1962.

The Westerman Railroad belongs to Christian H. Buhl, of Detroit, Michigan, and is leased to this company from January 1, 1886 to May 1, 1932, at a rental of \$4,000.00 per year.

The Sharon Railway Company own the Sharon Railway, and leases it to this company for 6 per cent. per annum on \$453,350.00 capital stock, and 5-8 per cent. per annum on \$164,000.00 improvements, the rental will be increased 6 per cent. per annum upon the cost of the additional improvements, which are paid for by the Sharon Railway, by the issue of capital stock at its par value.

The New Castle and Shenango Valley Railroad Company own the New Castle and Shenango Valley Railroad, and leases it to this company for a rental of 32 per cent. of the gross earnings of said road, after deducting for the hire of equipment. Lease dated March 1, 1889, and is for a term of ninety-nine years.

The Youngstown and Austintown Railway Company own the Youngstown and Austintown Railway, which is a branch diverging at Youngstown, Ohio, and running to Coal Mines, and is operated under a lease dated April 25, 1883, at a rental based on 6 per cent. of the valuation.

These several lines are sub-leased to the New York, Lake Erie and Western Railroad Company, and are included in the lease of this company's property and leased lines to said company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$163,437,630 59	Capital stock,	\$44,999,350 00
Cost of equipment, .	3,438 00	Funded debt,	118,377,988 25
		Current liabilities,	692,610 53
Stocks of other companies owned, .	29,000 00	Accrued interest on funded debt, not yet payable,	160,000 00
Other permanent investments, . . .	1,329,991 19	Special fund for additions,	1,115,815 87
Cash and current assets,	1,350,183 19	Special fund for special additions, .	97,234 12
		Special fund to pay for Sharon railway stock,	45,348 39
		Special fund for contingent liabilities,	167,774 56
		Special fund to meet payments on account of capital,	67,625 34
		Profit and loss,	426,495 89
Total,	\$166,150,242 97	Total,	\$166,150,242 97

NEW YORK, PENNSYLVANIA AND OHIO RAILROAD COMPANY—NEW YORK, LAKE ERIE AND WESTERN RAILROAD COMPANY, LESSEE.

PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line.	Miles of line in Pennsylvania.
	From—	To—		
New York, Pennsylvania and Ohio railroad:				
Main line,	Salamanca, N. Y. . . .	Dayton, O.,	388.04	92.40
Franklin branch,	Buchanan Junction, Pa.	Oil City, Pa.,	33.78	33.78
Silver Creek branch,	Silver Creek Junction, O.	Coal mines, O., . . .	5.63	
Sharon railway:				
Main line,	Pymatuning Junction, Pa.	Sharon, Pa.,	7.93	7.93
Middlesex branch,	Verrona Junction, Pa.	West Middlesex, Pa.	6.86	6.86
Sharpsville branch,	Boyce Junction, Pa.	Sharpsville, Pa., . .	1.56	1.56
New Castle and Shenango Valley railroad,	West Middlesex, Pa.	New Castle, Pa., . . .	16.73	16.73
Western railroad,	Sharon, Pa.,	Pa. and O. state line.	2.09	1.47
Cleveland and Mahoning Valley railroad:				
Main line,	Cleveland, O.,	Pa. and O. state line.	80.86	
Niles and New Lisbon branch,	Niles, O.,	3 miles south of New Lisbon.	36.27	
Liberty and Vienna branch,	Mosier Junction, O., . .	Coal mines near Vienna, O.	6.86	
Youngstown and Austintown railroad:				
Main line,	Youngstown, O.,	Leadville mines, O., . .	3.74	
Mahoning branch,	Mahoning Junction, O.	Tippecanoe, mines, O.	6.11	
Total,			596.46	160.73

All of these lines are operated by the New York, Lake Erie and Western Railroad Company, under lease from New York, Pennsylvania and Ohio railroad.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	103	23
Number wooden,	5	3
Trestles (All on branch lines):		
Number,	78	37
Aggregate length (feet),	6,866	2,778
Telegraph:		
Miles of line owned by this company,	532	156
Miles of wire owned by this company,	1,524.5	353
Miles of line operated by this company,	532	156
Miles of wire operated by this company,	1,524.5	353
Gauge of track,	4 ft. 8 1-2 in.	

NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD COMPANY.

Date of organization: June 17, 1881 and April 25, 1893.

By what authority incorporated: Organized under the General Laws of the States of New Jersey and Pennsylvania.

If a consolidated company, name the constituent companies: Organized by the consolidation of the Midland Railroad Company of New Jersey, the Paterson Extension Railroad Company, the Midland Connecting Railway Company, the North Jersey Railroad Company, the Blairstown Railway Company and the Hudson River Railroad and Terminal Company, all corporations organized under the General Laws of the State of New Jersey; and the Water Gap Railroad Company and Pennsylvania Midland Railway Company, corporations organized under the General Laws of the State of Pennsylvania.

May 26, 1881, for all companies, except the Blairstown Railway Company and the Hudson River Railroad and Terminal Company. The Blairstown Railway Company was consolidated

By what authority incorporated: Organized under the General Laws of the States of New with the New York, Susquehanna and Western Railroad Company, on January 18, 1883, and the Hudson River Railroad and Terminal Company was consolidated with the said company, April 25, 1893.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	NAME.	POSTOFFICE ADDRESS.
Simon Borg,	15 Cortlandt street, N. Y.	Henry Sanford, . . .	59 Broadway, New York.
Joseph W. Ogden, . .	54 Wall street, New York.	Robert K. Dow, . . .	Claremont, N. H.
Jas. M. Hartshorne, .	18 Wall street, New York.	John I. Blair,	Blairstown, N. J.
F. C. Lawrence, Jr., .	Bay Shore, N. Y.	Garret A. Hobart, . .	Paterson, N. J.
H. O. Armour,	New York, N. Y.	Horace W. Fuller, . .	139 Greenwich street, N. Y.
Alfred Sully,	80 Broadway, New York.	Roswell Eldridge, . .	Brooklyn, N. Y.
Chas. Minzesheimer,	7 Wall street, New York.		

Postoffice address of general office: No. 15 Cortlandt street, New York.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Simon Borg,	No. 15 Cortlandt St., New York.
First Vice President,	Joseph W. Ogden,	No. 15 Cortlandt St., New York.
Second Vice President,	John P. Rafferty,	No. 15 Cortlandt St., New York.
Secretary,	Richard C. Shimeall,	No. 15 Cortlandt St., New York.
Treasurer,	Joseph L. Rusling,	No. 15 Cortlandt St., New York.
Chief Engineer,	John W. Taylor,	Newark, N. J.
General Solicitor, Attorney or Counsel,	Charles V. Ware,	No. 15 Cortlandt St., New York.
Auditor,		

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
New York, Susquehanna and Western railroad.	Jersey City, N. J., . .	Gravel Place, Pa., .	101.30	7.30
	Two Bridges, N. J., .	Unionville, N. Y., . .	20.50	
	Delaware, N. J.,	Columbia Junc., N. J.	3.10	
	Paterson, N. J., . . .	Paterson City, N. J.,	75	
	Priceville, Pa., . . .	Winton, Pa.,	4.50	4.50
	Winton, Pa.,	Tingle Baugh Breaker, Pa.	90	90
	Spencer, Pa.,	Spencer Breaker, Pa.,	85	85
	Winton, Pa.,	Winton Breaker, Pa.,	1.90	1.90
	Dunn, Pa.,	Dunn Breaker, Pa., .	83	83
	Edgewater, N. J., . .	Little Ferry Junction, N. J.	3.00	
Passaic and New York railroad, . .	Passaic, N. J.,	Passaic Junc., N. J.,	3.00	
Lodi Branch railroad,	Lodi, N. J.,	Lodi Junc., N. J., . .	1.75	
Middletown, Unionville and Water Gap railroad.	Unionville, N. Y., . .	Middletown, N. Y.	13.90	
Macopin railroad,	Macopin Lake, N. J.	Charlotteburg, N. J.,	1.50	
Pennsylvania railroad,	West End, N. J.	Jersey City, N. J., . .	2.50	
Total mileage operated,			160.28	16.28

GENERAL BALANCE SHEET.

DR.	1892.	1893.	CR.	1892.	1893.
Cost of road,	\$27,205,136 42	\$30,708,269 13	Capital stock, . . .	\$21,000,000 00	\$23,600,000 00
Cost of equipment, .	2,014,862 15	1,918,485 69	Funded debt, . . .	9,335,000 00	10,075,000 00
Bonds of other companies owned, .	511,879 00	511,030 00	Current liabilities, .	967,506 94	1,090,059 77
Stocks of other companies owned, .	561,356 00	561,356 00	Accrued interest on funded debt not yet payable, .	90,174 99	95,363 74
Lands owned,	19,106 59		Profit and loss, . .	688,618 64	53,019 98
Cash and current assets, .	1,420,028 96	1,130,376 46			
Other assets:					
Sinking fund, . .	23,225 00	24,425 00			
Sundries,	375,706 45	62,501 21			
Total,	\$32,131,300 57	\$34,916,443 49	Total,	\$32,131,300 57	\$34,916,443 49

IMPORTANT CHANGES DURING THE YEAR.

A consolidation of the New York, Susquehanna and Western Railroad Company and the Hudson River Railroad and Terminal Company, was approved at a meeting of the stockholders held April 25, 1893.

In said articles of consolidation it was provided that an issue of two million dollars of bonds should be made, secured by a mortgage or deed of trust, giving and effecting a first lien upon the property and franchises of the Hudson River Railroad and Terminal Company. The issue of bonds herein referred to amounted on June 30, 1893, to \$630,000.00.

CONTRACTS, AGREEMENTS, ETC.

All contracts existing at the time of the consolidation have been assumed by the consolidated company.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	5	
Number iron,	75	14
Number wooden,	28	
Trestles:		
Number,	4	1
Aggregate length (feet),	1,334	184
Tunnels:		
Number,	1	
Maximum length (feet),	5,070	
Aggregate length of all tunnels (feet),	5,070	
Telegraph:		
Miles of line owned by this company,	85.6	
Miles of wire owned by this company,	85.6	
Miles of line operated by Western Union Telegraph Company,	133.65	7.30
Gauge of track,		4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Pennsylvania Railroad Company at Jersey City and New York; and New York, Ontario and Western Railway Company at Middletown, N. Y.

* Name the company with which this company has been consolidated, or which has been merged in this company during the year: The Hudson River Railroad and Terminal Company.

NITTANY VALLEY RAILROAD COMPANY.

Date of organization: March 15, 1887.

By what authority incorporated: An Act to authorize the formation and regulation of railroad corporations, approved April 4, A. D. 1868, and the acts supplementary thereto.

Operated by Valentine Iron Company, Bellefonte, Centre county, Pa.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION ON TERM.
Jones Wister,	Clarkson avenue, Philadelphia, Pa., . .	January 9, 1894.
John S. Brown,	Swarthmore, Delaware county, Pa., . .	do.
W. Rotch Wister,	131 South Fifth street, Philadelphia, Pa.,	do.
H. E. Young,	316 Chestnut street, Philadelphia, Pa.,	do.
Samuel Bispham,	2313 DeLancey place, Philadelphia, Pa.,	do.
J. A. McKee,	424 Chestnut street, Philadelphia, Pa.,	do.
J. N. M. Shimer,	4017 Baring street, Philadelphia, Pa., .	do.

Date of last meeting of stockholders for election of directors: Annual meeting, January 10, 1893.

Postoffice address of general office: No. 122 Walnut street, Philadelphia, Pa.

Postoffice address of operating company: Valentine Iron Company, Bellefonte, Centre county, Penn'a.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Jones Wister,	Clarkson avenue or 257 S. Fourth street, Phila.
Secretary,	M. W. Walsh,	435 E. Cbelton ave. or 122 Walnut street, Phila.
Treasurer,	M. W. Walsh,	435 E. Chelton ave. or 122 Walnut street, Phila.
General Manager, . . .	J. W. Gephart,	Valentine Iron Co., Bellefonte, Centre Co., Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		Miles of line.	Miles of line in Pennsylvania.
	From—	To—		
The Nittany Valley Railroad Company.	Junction with Bellefonte, Nittany and Leont Railroad.	Ore banks,	4.75	4.75
	Sidings and other tracks, . . . . .	. . . . .	.87	.87
	About two miles of tracks to rolling mill and blast furnace of Valentine Iron Company, operated under an agreement. . . . .	. . . . .	2.00	2.00
Total mileage operated, . . . . .	. . . . .	. . . . .	7.62	7.62

An agreement between The Nittany Valley Railroad Company and The Centre Iron Company, for use of tracks in the yards of the Centre Iron Company. The Centre Iron Company failed in the fall of 1890. Succeeded by The Valentine Iron Company, in the spring of 1891, to whom The Nittany Valley Railroad Company leased their road May, 1891, for one year, at a rental of \$7,500.00.

The lease continued for one year from May, 1892, upon same conditions.

May, 1893, The Nittany Valley Railroad Company leased railroad to the Valentine Iron Company for five years, at a rental of \$8,250.00 per annum.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$467,686 82	Capital stock,	\$75,000 00
Cost of equipment,	14,573 83	Funded debt,	75,000 00
Cash and current assets,	1,031 74	Current liabilities,	12,310 00
		Profit and loss,	20,982 39
Total,	\$483,292 39	Total,	\$483,292 39

IMPORTANT CHANGES DURING THE YEAR.

The Nittany Valley Railroad Company, leased to the Valentine Iron Company, for five years, from May 1, 1893, to April 30, 1898, at a yearly rental of \$8,250.00.

CHARACTERISTICS OF ROAD.

Gauge of track, 4 ft. 9 in.

NORTHERN CENTRAL RAILROAD COMPANY.

Date of organization: December 9, 1854.

By what authority incorporated: State of Maryland, Special Act, 1854, chapter 250; State of Pennsylvania, Special Act, 1854, No. 531; 1855, No. 543, and 1856, No. 198.

If a consolidated company, name the constituent companies: Baltimore and Susquehanna Railroad Company, State of Maryland, 1827, chapter 72; 1829, chapter 49; 1830, chapter 117; 1833, chapter 282; 1845, chapter 361; 1849, chapter 419; 1849, chapter 532; 1854, chapter 250; 1854, chapter 260.

York and Maryland Line Railroad Company, State of Pennsylvania, 1832, No. 78; 1834, No. 214; 1840, No. 237; 1854, No. 531.

York and Cumberland Railroad Company: State of Pennsylvania, 1846, No. 421; 1851, No. 272; 1854, No. 531.

Susquehanna Railroad Company: State of Pennsylvania, 1851, No. 337; 1852, No. 270; 1854, No. 369; 1854, No. 531.

Date of consolidation, December 9, 1854.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. J. Cassatt,	Philadelphia, Pa.,	Fourth Thursday in February, 1894
J. N. Hutchinson,	Philadelphia, Pa.,	do. do.
John P. Green,	Philadelphia, Pa.,	do. do.
Henry D. Welsh,	Philadelphia, Pa.,	do. do.
Louis W. Hall,	Harrisburg, Pa.,	do. do.
J. D. Cameron,	Harrisburg, Pa.,	do. do.
Luther S. Bent,	Steelton, Pa.,	do. do.
N. Parker Shortridge,	Wynnewood, Montgomery Co., Pa.,	do. do.
E. B. Parsons,	Sodus Point, N. Y.,	do. do.
B. F. Newcomer,	Baltimore, Md.,	do. do.
Henry James,	Baltimore, Md.,	do. do.
Harry Walters,	Wilmington, N. C.,	do. do.

Date of last meeting of stockholders for election of directors: February 23, 1893.
Postoffice address of general office: Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	George B. Roberts,	Philadelphia, Pa.
Vice President,	Frank Thomson,	Philadelphia, Pa.
Vice President,	John P. Green,	Philadelphia, Pa.
Vice President,	Chas. E. Pugh,	Philadelphia, Pa.
Secretary,	Stephen W. White,	Philadelphia, Pa.
Treasurer,	John S. Leib,	Baltimore, Md.
Chief Engineer,	Wm. H. Brown,	Philadelphia, Pa.
General Solicitor, Attorney or Counsel,	John Scott,	Philadelphia, Pa.
Auditor,	James P. Kerr,	Baltimore, Md.
General Manager,	S. M. Prevost,	Philadelphia, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Northern Central railway,	Baltimore, Md.,	Sunbury, Pa.,	136.82	101.20
Green Spring branch,	Hollins, Md.,	Green Spring Junct.,	8.59	8.59
Rockville Branch railroad,	Rockville, Pa.,	Dauphin, Pa.,	2.83	2.83
The railroad of the Lykens Valley Railroad and Coal Company, Summit Branch Railroad Co., lessee,	Millersburg, Pa.,	Williamstown, Pa.,	19.70	19.70
Northern Central Railway Company, operator:				
Shamokin Valley and Pottsville railroad, including Lancaster branch,	Sunbury, Pa.,	Mt. Carmel, Pa.,	29.78	29.78
Elmira & Williamsport railroad,	Williamsport, Pa.,	Elmira, N. Y.,	75.50	69
Elmira & Lake Ontario railroad,	Chester Junct., N. Y.,	Canandaigua, N. Y.,	64	64
With branch,	Stanley, N. Y.,	Sodus Point, N. Y.,	34.18	34.18
With branch,	Canandaigua, N. Y.,	Canandaigua Lake,	1.43	1.43
Total mileage operated,			372.83	222.51

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$15,164,190 23	Capital stock,	\$7,518,150 00
Cost of equipment,	5,075,910 72	Funded debt,	14,286,000 00
Bonds of other companies owned,	116,194 21	Current liabilities,	1,451,104 77
Stocks of other companies owned,	3,599,033 95	Accrued interest on funded debt not yet payable,	89,659 58
Cash and current assets,	1,846,580 41	Mortgage and ground rents payable,	319,829 95
Other assets:		Other liabilities,	1,079,200 07
Sundries,	394,566 17	Profit and loss,	1,452,581 32
Total,	\$26,196,475 69	Total,	\$26,196,475 69

CONTRACTS, AGREEMENTS, ETC.

Express business done by Adams Express Company.
United States mails carried.
Sleeping and parlor cars furnished by Pullman Palace Car Company.
Agreement with Western Union Telegraph Company.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYL- VANIA.
Bridges :		
Number stone,	36	26
Number iron,	106	57
Number wooden,	19	7
Tunnels:		
Number,	2	1
Maximum length (feet),	256	256
Minimum length (feet),	82	
Aggregate length of all tunnels (feet),	358	256
Telegraph:		
Miles of line owned by this company,	90.15	
Miles of wire owned by this company,	318.38	
Miles of line operated by this company,	90.15	
Miles of wire operated by this company,	318.38	

Gauge of track, 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Empire Line, Union, Green, Canada Southern, Anchor and Midland Lines.

NORTH PENNSYLVANIA RAILROAD COMPANY.

Date of organization: April 3, 1852.
By what authority incorporated: State of Pennsylvania, April 8, 1852, January 25, 1853, March 29, 1853, June 20, 1853, April 17, 1854, May 3, 1854.
Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

TITLE.	NAME.	DATE OF EXPIRA- TION OF TERM.
Charles A. Sparks,	Philadelphia,	January 8, 1894.
Edwin H. Fittler,	do.	do.
Thomas Cochran,	do.	do.
John H. Michener,	do.	do.
John R. Fell,	do.	do.
Edward C. Knight, Jr.,	do.	do.
Peter C. Hollis,	do.	do.
Ario Parder, Jr.,	do.	do.
Henry P. McKean, Jr.,	do.	do.
Herbert M. Howe,	do.	do.
James Logan Fisher,	do.	do.
Edward Roberts, Jr.,	do.	do.

Date of last meeting of stockholders for election of directors: January 9, 1893.
Postoffice address of general office: No. 240 South Third street, Philadelphia.
Postoffice address of operating company: Philadelphia and Reading Railroad Company, No. 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	Thomas McKean.	Philadelphia, Pa.
Secretary.	John S. Wise.	do.
Treasurer.	William R. Wister.	do.
Gen'l Solicitor, Att'y, or Counsel,	David K. Fuller.	do.
Cashier.		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
North Pennsylvania Railroad Company.	Philadelphia.	Bethlehem.	Philadelphia and Reading R. R. Co., lessee.	55.60	55.60
North Pennsylvania Railroad Company.	Willow St.	Middle Delaware river.	Philadelphia and Reading R. R. Co., lessee.	20.50	20.50
North Pennsylvania Railroad Company.	Jenkintown	Doylestown.	Philadelphia and Reading R. R. Co., lessee.	10.50	10.50
North Pennsylvania Railroad Company.	Lansdale, . .				
Total mileage.				86.40	86.40

On the 14th day of May, 1879, the railroad property and plant of the company was leased to the Philadelphia and Reading Railroad Company, for 999 years, from May 1, 1879, since which time the railroad has been operated by that company.

The lessee to pay a yearly rent in four equal quarterly payments, equal to all the interest on the bonds of the company. Six per cent. upon the floating debt, and for the first and second years of said term, 6 per cent., third and fourth years, 7 per cent., and during the fifth and succeeding years, 8 per cent. upon the capital stock of the company.

Lessees to pay all taxes upon the capital stock, gross receipts, etc., as the same fall due, and also the yearly sum of \$12,000.00, for defraying the expenses of maintaining the corporate organization of the company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	\$10,313,710 52	Capital stock.	\$4,720,750 00
Cost of equipment.	1,750,935 65	unded debt.	7,200,000 00
Bonds of other companies owned.	6,300 00	Ground rent and mortgages.	458,128 54
Stocks of other companies owned.	49,465 00	Current liabilities.	323,515 96
Office building.	25,265 26	Profit and loss.	94,592 57
Cash and current assets.	325,821 09		
Other assets:			
Sundries.	325,489 55		
Total.	\$12,796,987 07	Total.	\$12,796,987 07

NORTHEAST PENNSYLVANIA RAILROAD COMPANY.

Date of organization: December 4, 1876.

By what authority incorporated: State of Pennsylvania, General Laws of April 4, 1868, and Act of Assembly of May 21, 1881.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. J. Antelo,	Philadelphia, Pa.,	Second Monday in January, 1894
Geo. DeB. Keim,	Philadelphia, Pa.,	do. do.
James Boyd,	Norristown, Pa.,	do. do.
Samuel R. Shipley,	Philadelphia, Pa.,	do. do.
Thomas Dolan,	Philadelphia, Pa.,	do. do.
Peter C. Hollis,	Philadelphia, Pa.,	do. do.
Isaac Warner, Jr.,	Hatboro, Montgomery county, Pa.	do. do.
J. Newton Evans,	Hatboro, Montgomery county, Pa.	do. do.
Samuel S. Thompson,	Philadelphia, Pa.,	do. do.
Charles H. R. Trichels,	Philadelphia, Pa.,	do. do.
Albert S. Paxson,	Holicong, Bucks county, Pa., . .	do. do.
E. Watson Fell,	Holicong, Bucks county, Pa., . .	do. do.

Date of last meeting of stockholders for election of directors: January 9, 1893.

Postoffice address of general office: 240 South Third street, Philadelphia, Pa.

Postoffice address of operating company: Reading Terminal Building, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Jos. S. Harris,	Philadelphia, Pa.
Secretary,	John S. Wise,	do.
Treasurer,	H. K. Nichols,	do.
Chief Engineer,	Daniel Jones,	do.
Comptroller,		

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Northeast Pennsylvania Railroad Company	Glenside, Pa.,	New Hope, Pa.,	25.60	25.60

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$713,439 52	Capital stock,	\$400,000 00
Cash and current assets,	263,681 65	Funded debt,	400,000 00
Profit and loss,	342,928 64	Current liabilities,	515,049 61
		Accrued interest on funded debt not yet payable,	5,000 00
Total,	\$1,320,049 61	Total,	\$1,320,049 61

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	13	13
Number combination,	2	2
Trestles:		
Number,	5	5
Aggregate length (feet),	890	890
Telegraph:		
Miles of line operated by Philadelphia, Reading and Pottsville Telegraph Company,	25.7	25.7
Miles of wire operated by Philadelphia, Reading and Pottsville Telegraph Company,	37	37

Gauge of track, 4 ft. 8 1-2 in.

NORTH AND WEST BRANCH RAILWAY COMPANY.

Date of organization: July 23, 1881.
 By what authority incorporated: General Law, April 8, 1861.
 Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
C. R. Buckalew,	Bloomsburg, Pa.,	April 24, 1894.
Henry W. Palmer,	Wilkes-Barre, Pa.,	do.
Charles Parrish,	Wilkes-Barre, Pa.,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.
Robert C. Neal,	Harrisburg, Pa.,	do.
W. H. Barnes,	Philadelphia,	do.
A. J. Cassatt,	Philadelphia,	do.
John P. Green,	Philadelphia,	do.
H. H. Houston,	Philadelphia,	do.
Samuel Rea,	Philadelphia,	do.
G. B. Roberts,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: April 25, 1893.
 Postoffice address of general office: 233 South Fourth street, Philadelphia.
 Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	D. J. Waller,	Bloomsburg, Pa.
Vice President,	Samuel Rea,	Philadelphia.
Secretary,	Albert Hewson,	Philadelphia.
Treasurer,	Taber Ashton,	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
North and West Branch Railway,	Catawissa, . .	Wilkes-Barre.	Pennsylvania Railroad Company.	43.13	43.13
Branch,				4.69	4.69
Total mileage,				47.82	47.82

Operated by the Pennsylvania Railroad Company, under agreement, dated November 23, 1881, expiring September 1, 1901. Rental, net earnings.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$3,311,166 64	Capital stock,	\$1,500,000 00
Cash and current assets,	565,312 12	Funded debt,	1,500,000 00
		Current liabilities,	5,247 49
		Profit and loss,	871,231 27
Total,	\$3,876,478 76	Total,	\$3,876,478 76

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENN- SYLVANIA.
Bridges:		
Number stone,	3	3
Number iron,	8	8
Number wooden,	13	13
Trestles:		
Number,	7	7
Aggregate length (feet),	1,418	1,418
Telegraph:		
Miles of line owned by this company,	42.69	42.69
Miles of wire owned by this company,	131.18	131.18
Miles of line operated by Pennsylvania Railroad Company, lessee, . .	42.69	42.69
Miles of wire operated by Pennsylvania Railroad Company, lessee, .	131.18	131.18
Gauge of track,	4 ft. 9 in.	

ONTARIO, CARBONDALE AND SCRANTON RAILWAY COMPANY.

Date of organization: October 3, 1889.

By what authority incorporated: "An Act supplementary to an Act regulating railroad companies," approved the 19th day of February, A. D. 1849. Approved 24th March, 1865, laws Pennsylvania, and under general railroad Acts of the State of New York.

If a consolidated company, name the constituent companies: The Scranton and Forest City Railroad Company, charter dated 21st November, 1888, under General Act.

The Forest City and State Line Railroad Company, charter dated 16th March, 1889, under General Act.

The Hancock and Pennsylvania Railroad Company, organized under laws of State of New York, 2nd April, 1889.

Operated by The New York, Ontario and Western Railway Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM
Edward B. Sturges,	Scranton, Pa.,	Last Wednesday of January, 1894.
Wm. H. Richmond,	Dickson City, Pa.,	do. do.
Clarence D. Simpson,	Scranton, Pa.,	do. do.
John Jermyn,	Scranton, Pa.,	do. do.
O. S. Johnson,	Scranton, Pa.,	do. do.
Wm. W. Paterson,	Scranton, Pa.,	do. do.
J. E. Childs,	New York city,	do. do.
John B. Kerr,	New York city,	do. do.
Daniel Scurry,	Carbondale, Pa.,	do. do.
Edward Clarkson,	Carbondale, Pa.,	do. do.
Clarence E. Spencer,	Carbondale, Pa.,	do. do.
Thomas P. Fowler,	New York city,	do. do.
James E. Burr,	Carbondale, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: January 25, 1893.

Postoffice address of general office: Commonwealth Building, Scranton, Pa., and No. 56 Beaver street, New York, N. Y.

Postoffice address of operating company: No. 56 Beaver street, New York, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Thomas P. Fowler,	New York City.
Vice-President and General Manager, . .	James E. Childs,	do.
Secretary,	John Fleming,	do.
Treasurer,	John B. Kerr,	do.
General Solicitor, Attorney or Counsel, .		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
New York, Ontario and Western Railroad Company	Hancock Junc., N. Y.	Scranton, Pa.	New York, Ontario and Western Railway Co.	54.05	52.14

The Ontario, Carbondale and Scranton Railway Company leased all its railroad and property to the New York, Ontario and Western Railway Company, by lease dated the 10th day of May, 1890, for the term of ninety-nine years, from the 1st day of July, 1890, the New York, Ontario and Western Railway Company to pay an annual rental of seventy-five thousand dollars, to be paid in equal semi-annual payments, on the last days of November and May, in each and every year during said term; also, such further sum as may be necessary to maintain the organization of the Ontario, Carbondale and Scranton Railway Company, not exceeding, however, the sum of three thousand dollars to be paid in equal quarter yearly payments, on the last days of August, November, February and May, in each year; also, 5 per cent. on the gross earnings, tolls and income derived by the New York, Ontario and Western Railway Company, from the use and operation of the railway, not exceeding, however, seventy-five thousand dollars per annum, such percentage to be also paid semi-annually on the last days of November and May in each and every year.

GENERAL BALANCE SHEET.

/ DR.		CR.	
Cost of road,	\$3,709,002 62	Capital stock,	\$1,500,000 00
Cash and current assets,	9,136 48	Funded debt,	1,500,000 00
		Current liabilities,	655,775 57
		Accrued interest on funded debt not yet payable,	6,250 00
		Profit and loss,	56,113 53
Total,	\$3,718,139 10	Total,	\$3,718,139 10

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	40	40
Number wooden,	2	2
Trestles:		
Number,	6	5
Aggregate length (feet),	2,640	2,508
Telegraph.		
Miles of line owned by this company,	53.66	50.75
Miles of wire owned by this company,	103.10	102.28
Miles of line operated by this company Western Union Telegraph Company,	53.66	50.75
Miles of wire operated by this company Western Union Telegraph Company,	103.10	102.28

OHIO AND BALTIMORE SHORT LINE RAILWAY COMPANY.

Date of organization: May 10, 1881.

By what authority incorporated: State of Pennsylvania, Act April 4, 1863.

Operated by Baltimore and Ohio Railroad Company.

DIRECTORS.		
NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. W. Smith,	Washington, Pa.,	First Monday in June, 1894.
Wm. Workman,	Washington, Pa.,	do. do.
T. M. Bayne,	Pittsburg, Pa.,	do. do.
Emil Winter,	Pittsburg, Pa.,	do. do.
J. F. Legge,	Shepherdstown, W. Va.,	do. do.
J. Frank Supplee	Baltimore, Md.,	do. do.

Date of last meeting of stockholders for election of directors: June 1, 1893.
Postoffice address of general office: Pittsburg, Pa.
Postoffice address of operating company: Pittsburg Pa.

OFFICERS.		
TITLE.	NAME.	ADDRESS.
President,	J. B. Washington,	Pittsburg, Pa.
Secretary,	A. W. Black,	Pittsburg, Pa.
Treasurer,	W. H. Ijams,	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.					
NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Ohio and Baltimore Short Line Railway Company.	Morrell Junction, Pa.	Elm Sidng, Pa.	Baltimore and Ohio Railroad Company.	6.80	6.80
	Ohio and Baltimore Short Line Junction, Pa.	Morrell Junction, Pa.	Baltimore and Ohio Railroad Company.	1.20	1.20
	Leisenring, Pa.	Trotters, Pa.	Baltimore and Ohio Railroad Company.	1.30	1.30
Total mileage,				9.30	9.30

Operated by the Baltimore and Ohio Railroad Company, by reason of ownership of a majority of its stock from May 10, 1881.

GENERAL BALANCE SHEET.			
DR.		CR.	
Cost of road,	\$1,541,821 96	Capital stock,	\$290,000 00
Profit and loss,	310.340 60	Funded debt,	500,000 00
		Current liabilities,	1,062,162 56
Total,	1,852,162 56	Total,	\$1,852,162 56

CHARACTERISTICS OF ROAD.		
	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	3	3
Number iron,	3	3
Number wooden,	2	2
Trestles:		
Number,	3	3
Aggregate length (feet).	706	706
Gauge of track,	4 ft. 8 3-4 in.	

OHIO CONNECTING RAILWAY COMPANY.

Date of organization: November 22, 1886.
By what authority incorporated: General Law, Act of April 4, 1868.
Operated by The Pittsburg, Cincinnati, Chicago and St. Louis Railway Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John E. Davidson,	Pittsburg, Pa.,	February 6, 1894. .
James McCrea,	do.	do.
J. J. Brooks,	do.	do.
John W. Renner,	do.	do.
Wm. Mullins,	do.	do.
A. McElevey,	do.	do.

Date of last meeting of stockholders for election of directors: February 7, 1893.
Postoffice address of general office: Pittsburg, Pa.
Postoffice address of operating company: Pittsburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Thomas D. Messler,	Pittsburg, Pa.
Vice President,	John E. Davidson,	do.
Secretary,	S. B. Liggett,	do.
Treasurer,	T. H. B. McKnight,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Ohio Connecting Railway, .	Connection with P., C., C. and St. L. Ry. near Pittsburg.	Connection with P., Ft. W. and C. Ry. in Allegheny.	Pittsburg, Cincinnati, Chicago and St. Louis Railway Company.	3.27	3.27

The lessee operates the road for cost of such service and pays balance of earnings to the lessor.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$1,330,776 54	Capital stock,	\$660,000 00
Cash and current assets,	63,037 42	Funded debt,	660,000 00
		Current liabilities,	44,075 23
		Profit and loss,	29,738 73
Total,	\$1,393,813 96	Total,	\$1,393,813 96

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENN- SYLVANIA.
Bridges:		
Number iron,	1	1
Telegraph:		
Miles of line owned by this company, . . . . .	.75	.75
Miles of wire owned by this company,	3.01	3.01
Miles of line operated by Pittsburg, Cincinnati, Chicago and St. Louis Railway Company. . . . .	.75	.75
Miles of wire operated by Pittsburg, Cincinnati, Chicago and St. Louis Railway Company.	3.01	3.01
Gauge of track,		4 ft. 9 in.

OHIO CONNECTING RAILWAY COMPANY—OPERATED BY
PITTSBURGH, CINCINNATI, CHICAGO AND ST. LOUIS
RAILWAY COMPANY.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Penn- sylvania.
	From—	To—		
Ohio Connecting railway,	Junction with P., C., C. & St. L. railway, two miles west of Birmingham, Pa.	Junction with P., Ft. W. & C. railway at Verner Sta., Allegheny City, Pa.	2.75	2.75
Sheridan branch,	Junction with P., C., C. & St. L. railway, 2½ miles west of Birmingham, Pa.	Junction with Main line, Ohio Connecting railway.	.52	.52
Total mileage operated,			3.27	3.27

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYL- VANIA.
Bridges:		
Number iron,	3	3
Number wooden,	1	1
Trestles:		
Number,	5	5
Aggregate length (feet),	2,789	2,789
Telegraph:		
Miles of line operated by this company,	0.7	0.7
Miles of wire operated by this company,	5.5	5.5
Gauge of track,		4 ft. 9 in.

OLEAN, BRADFORD AND WARREN RAILWAY COMPANY.

Date of organization: September 29, 1877.
By what authority incorporated: Organized under the Act of General Assembly of Pennsylvania, approved April 4, 1868 (P. L. 62), entitled "An Act to authorize the formation and regulation of railroad corporations," and the various supplements thereto.
Operated by Western New York and Pennsylvania Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Samuel G. DeCoursey,	104 South Fifth st., Philadelphia, Pa., . .	January 8, 1894.
N. Thouron,	433 Chestnut st., Philadelphia, Pa., . .	do.
G. E. Bartol,	139 South Front st., Philadelphia, Pa., . .	do.
J. K. Barclay,	407 Locust street, Philadelphia, Pa., . .	do.
J. Rundle Smith,	109 South Third st., Philadelphia, Pa., . .	do.
W. C. Bullitt,	Bullitt building, Philadelphia, Pa., . .	do.
E. W. Clark,	Bullitt building, Philadelphia, Pa., . .	do.

Date of last meeting of stockholders for election of directors: January 9, 1893.
Postoffice address of general office: 84 Exchange street, Buffalo, N. Y.
Postoffice address of operating company: Western New York and Pennsylvania Railroad Company.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel G. DeCoursey,	Philadelphia, Pa.
Vice President,	N. Thouron,	Philadelphia, Pa.
Secretary,	Joseph R. Trimble,	Philadelphia, Pa.
Treasurer,	Franklin S. Buell,	Buffalo, N. Y.
Auditor,	John F. Reynolds,	Buffalo, N. Y.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Olean, Bradford and Warren Railway Company.	State Line, .	Bradford, .	Western New York and Pennsylvania Railroad Company.	10.11	10.11

Lease dated, executed and acknowledged December 8, 1881, to the Buffalo, New York and Philadelphia Railway Company, of all and singular the railway of the Olean, Bradford and Warren Railway Company of Pennsylvania.
Recorded in McKean county, February 16, 1882, in Mortgage book, Vol. "M," page 279, also July 21, 1882, in Deed book, Vol. 16, page 121, and in Warren county, March 10, 1883, in Deed book, No. 20, page 665. Nine hundred and ninety-nine years from December 8, 1881.
This road is leased to the Western New York and Pennsylvania Railroad Company, and its operations are included in the report of that company.

CHARACTERISTICS OF ROAD.

Gauge of track, 3 feet.

OREGON AND TEXAS RAILWAY COMPANY.

Date of organization: June 18, 1892.

By what authority incorporated: Articles of association of the State of Pennsylvania, Act of April 4, 1868 and supplements.

Operated by The Oregon and Texas Railway Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION.
Charles E. Titman,	Shenandoah, Pa.,	August 17, 1895.
John A. Titman,	Shenandoah, Pa.,	do.
S. G. M. Hollopeter,	Shenandoah, Pa.,	do.
G. G. Clauser,	Shenandoah, Pa.,	do.
Daniel Shepp,	Tamaqua, Pa.,	do.
John G. Reading, Jr.,	Williamsport, Pa.,	do.
I. M. Titman,	Shenandoah, Pa.,	do.
E. M. B. Shepp,	Tamaqua, Pa.,	do.

Date of last meeting of stockholders for election of directors: August 17, 1892.

Postoffice address of general office: Shenandoah, Pa.

Postoffice address of operating company: Cammal, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
Chairman of Board,	Charles E. Titman,	Shenandoah, Pa.
President,	Charles E. Titman,	Shenandoah, Pa.
Vice President,	Daniel Shepp,	Tamaqua, Pa.
Secretary,	S. G. M. Hollopeter,	Shenandoah, Pa.
Treasurer,	Daniel Shepp,	Tamaqua, Pa.
General Solicitor, Attorney or Counsel,	S. G. M. Hollopeter,	Shenandoah, Pa.
Auditor,	G. G. Clauser,	Shenandoah, Pa.
General Manager,	Charles E. Titman,	Shenandoah, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
The Oregon and Texas Railway Company.	Cammal, Pa.,	Silver Springs, Pa., .	8.00	8.00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$41,529 85	Capital stock,	\$26,000 00
Cost of equipment,	5,950 00	Funded debt,	16,000 00
Profit and loss,	2,848 51	Profit and loss,	8,328 36
Total,	\$50,328 36	Total,	\$50,328 36

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	5	5
Aggregate length (feet),	374	374
Gauge of track,	4 ft. 8 in.	

PENNSYLVANIA RAILROAD COMPANY.

Date of organization: March 30, 1847. Act of incorporation was approved April 13, 1846. Letters patent issued February 25, 1847. First election for directors held March 30, 1847.

By what authority incorporated: Pennsylvania Railroad Company organized under laws of State of Pennsylvania, Act of Incorporation, approved April 13, 1846 (see P. L. page 112), Acts supplementary thereto or amendatory thereof have also been approved, as follows: April 13, 1846 (P. L. p. 326), March 17, 1848 (P. L. p. 273), March 20, 1849 (P. L. p. 196), April 5, 1849 (P. L. p. 341), April 5, 1849 (P. L. p. 360), April 2, 1850 (P. L. p. 1031), April 6, 1850 (P. L. p. 373), April 26, 1850 (P. L. p. 583), April 12, 1851 (P. L. p. 518), January 29, 1852 (P. L. p. 639), April 23, 1852 (P. L. p. 394), May 1, 1852 (P. L. p. 508), May 6, 1852 (P. L. p. 616), March 3, 1853 (P. L. p. 137), May 23, 1853 (P. L. p. 219), May 11, 1853 (P. L. p. 672), May 20, 1853 (P. L. p. 677), February 16, 1854 (P. L. p. 72), February 17, 1854 (P. L. p. 76), April 18, 1854 (P. L. p. 385), April 19, 1854 (P. L. p. 392), April 21, 1854 (P. L. p. 453), April 6, 1855 (P. L. p. 196), May 2, 1855 (P. L. p. 409), May 2, 1855 (P. L. p. 412), May 7, 1855 (P. L. p. 459), February 7, 1856 (P. L. p. 33), April 18, 1856 (P. L. p. 447), April 22, 1856 (P. L. p. 526), May 13, 1856 (P. L. p. 554), April 1, 1857 (P. L. p. 209), May 16, 1857 (P. L. p. 519), May 16, 1857 (P. L. p. 539), May 20, 1857 (P. L. p. 598), May 20, 1857 (P. L. p. 599), May 21, 1857 (P. L. p. 649), March 19, 1858 (P. L. p. 136), April 1, 1858 (P. L. p. 197), January 4, 1859 (P. L. p. 827), April 11, 1859 (P. L. p. 512), April 15, 1859 (P. L. p. 679), March 19, 1860 (P. L. p. 175), March 30, 1860 (P. L. p. 365), March 30, 1860 (P. L. p. 379), April 5, 1860 (P. L. p. 667), March 7, 1861 (P. L. p. 88), March 16, 1863 (P. L. p. 132), April 1, 1863 (P. L. p. 194), April 18, 1863 (P. L. p. 512), April 20, 1864 (P. L. p. 514), April 23, 1864 (P. L. p. 535), April 27, 1864 (P. L. p. 615), April 27, 1864 (P. L. p. 634), April 28, 1864 (P. L. p. 650), July 7, 1864 (P. L. p. 951), August 10, 1864 (P. L. p. 1035), August 12, 1864 (P. L. p. 963), March 21, 1865 (P. L. p. 466), March 23, 1865 (P. L. p. 534), March 23, 1865 (P. L. p. 643), April 4, 1866 (P. L. p. 819), March 21, 1866 (P. L. p. 253), April 11, 1866 (P. L. p. 758), March 22, 1867 (P. L. p. 528), April 10, 1867 (P. L. p. 933), April 4, 1868 (P. L. p. 53), December 29, 1869 (P. L. p. 1374), April 6, 1870 (P. L. p. 1008), February 17, 1871 (P. L. p. 55), March 8, 1871 (P. L. p. 188), March 8, 1871 (P. L. p. 189), March 8, 1871 (P. L. p. 190), March 25, 1871 (P. L. p. 451), March 6, 1872 (P. L. p. 220), March 7, 1872 (P. L. p. 259), February 18, 1873 (P. L. p. 146), March 12, 1873 (P. L. p. 253), June 6, 1873 (P. L. p. 415).

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
George B. Roberts.	233 South Fourth street, Philadelphia.	March 27, 1894
Alexander M. Fox.	1415 North Broad street, Philadelphia.	do.
Alexander Biddle.	1307 Walnut street, Philadelphia.	do.
N. Parker Shortridge.	Wynnewood, Montgomery county, Pa.	do.
Henry D. Welsh.	Wissahickon Heights, Chestnut Hill, Pa.,	do.
William L. Etzkus.	423 Walnut street, Philadelphia.	do.
H. H. Houston.	308 Walnut street, Philadelphia.	do.
A. J. Cassatt.	Haverford, Montgomery county, Pa.	do.
B. B. Comegys.	Philadelphia National Bank.	do.
Amos R. Little.	Aldine Hotel, Philadelphia.	do.
William H. Barnes.	234 South Fourth street, Philadelphia.	do.
George Wood.	626 Chestnut street, Philadelphia.	do.
Frank Thomson.	233 South Fourth street, Philadelphia.	do.
John P. Green.	233 South Fourth street, Philadelphia.	do.
Charles E. Pugh.	233 South Fourth street, Philadelphia.	do.
C. A. Griscom.	305 Walnut street, Philadelphia.	do.

Total number of stockholders at date of last election: 25,414.

Date of last meeting of stockholders for election of directors: Tuesday, March 28, 1893.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	George B. Roberts,	233 S. Fourth street, Philadelphia.
Assistant to President,	Sam'l Rea,	do. do.
First Vice President,	Frank Thomson,	do. do.
Second Vice President,	John P. Green,	do. do.
Third Vice President,	Chas. E. Pugh,	do. do.
Secretary,	J. C. Sims,	do. do.
Assistant Secretary,	D. S. Newhall,	do. do.
Treasurer,	Robt. W. Smith,	do. do.
Assistant Treasurer,	Geo. E. Peabody,	do. do.
Assistant to the Treasurer,	P. Frank Hunter,	do. do.
Cashier,	Benj. F. Crawford,	do. do.
Chief Engineer,	Wm. H. Brown,	do. do.
Engineer Maintenance of Way,	Jos. T. Richards,	do. do.
General Solicitor, Attorney or Counsel,	John Scott,	do. do.
Assistant General Solicitor,	James A. Logan,	do. do.
Comptroller,	Robt. W. Downing,	do. do.
Assistant Comptroller,	M. Riebenack,	do. do.
Engineer Branch Lines,	Joseph U. Crawford,	do. do.
General Manager,	S. M. Prevost,	do. do.
Chief of Motive Power,	Thos. N. Ely,	do. do.
General Passenger Agent,	James R. Wood,	do. do.
Assistant Passenger Agent,	George W. Boyd,	do. do.
General Freight Agent,	Wm. H. Joyce,	do. do.
Assistant General Freight Agent,	Chas. A. Chipley,	do. do.
General Superintendent Motive Power,	E. D. Casanave,	Altoona, Pa.
General Superintendent Transportation,	J. B. Hutehinson,	233 S. Fourth street, Philadelphia.
General Superintendent P. R. R. Div.,	Frank L. Sheppard,	Altoona, Pa.
General Sup't United R. R. of N. J. Div.,	F. Wolcott Jackson,	Jersey City, N. J.
General Sup't Phila. & Erie R. R. Div.,	Robt. Neilson,	Williamsport, Pa.
Coal Freight Agent,	J. G. Searles,	233 S. Fourth street, Philadelphia.
Superintendent of Relief Department,	J. A. Anderson,	Trenton, N. J.
Superintendent of Employes' Saving Fund,	D. S. Newhall,	233 S. Fourth street, Philadelphia.
General Baggage Agent,	F. J. McWade,	Broad Street Station, Philadelphia.
Manager of Empire Line,	George M. Ball,	216 S. Third street, Philadelphia.
Manager of Union Line,	D. S. Gray,	Columbus, Ohio.
Purchasing Agent,	Enoch Lewis,	233 S. Fourth street, Philadelphia.
Assistant Purchasing Agent,	A. W. Sumner,	233 S. Fourth street, Philadelphia.
Real Estate Agent,	Jno. C. Wilson,	233 S. Fourth street, Philadelphia.
Chief Co-veyor,	Geo. W. I. Ball,	233 S. Fourth street, Philadelphia.
Superintendent Insurance Department,	Hugh B. Ely,	233 S. Fourth street, Philadelphia.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
<i>Main line owned :</i>				
Filbert Street Extension,	Phila. Broad St. sta.,	West Philadelphia,	1.00	1.00
Philadelphia and Columbia railroad,	West Philadelphia,	Columbia, Pa.,	80.15	80.15
Pennsylvania railroad,	Harrisburg, Pa.,	Pittsburg,	248.53	248.53
Total,			329.68	329.68
<i>Branch line owned :</i>				
Delaware Extension,	In Philadelphia,		7.84	7.84
Swanson Street branch,	In Philadelphia,		1.22	1.22
Girard Point branch,	In Philadelphia,		2.06	2.06
Schuylkill River branch,	In Philadelphia,		1.70	1.70
Fifty-second Street branch,	In Philadelphia, . . . . .		.14	.11
Frazer branch,	Frazer, Pa.,	Zermatt, Pa.,	1.80	1.80
Trenton Cut-off,	Glen Loch, Pa.,	Morrisville, Pa.,	45.64	45.64
Lancaster Cut-off,	At Lancaster, Pa.,		2.42	2.42
Columbia Bridge,	Columbia, Pa.,	Wrightsville, Pa.,	1.11	1.11
York branch,	Wrightsville, Pa.,	York, Pa.,	11.77	11.77
Tyrone branch,	Tyrone, Pa.,	Vail, Pa.,	3.15	3.15
Holidaysburg branch,	Altoona, Pa.,	Holidaysburg, Pa.,	9.60	9.60
New Portage railroad,	Jc. Holidaysburg Br.,	Terminus, . . . . .	.82	.82
Morrison's Cove branch,	Holidaysburg, Pa.,	Henrietta,	18.90	18.90
Martinsburg branch,	Martinsburg Jc., Pa.,	Martinsburg, Pa., . . . . .	.70	.70
Bloomfield branch,	Roaring Spring, Pa.,	Ore Hill, Pa.,	3.00	3.00
Williamsburg branch,	Williamsburg Jc., Pa.,	Mount Etna, Pa.,	19.30	19.30
Springfield branch,	Springfield Jc., Pa.,	Oreminia, Pa.,	8.20	8.20
Lilly branch,	Lilly, Pa.,	Coal Mines, Pa.,	2.12	2.12
Ben's Creek branch,	Ben's Creek, Pa.,	Coal Mines, Pa.,	1.61	1.61
Martins Creek branch,	New Portage, Pa.,	Coal Tipple, Pa.,	3.63	3.63
Wilmore branch,	Near Ben's Creek, Pa.,	Near Summerhill, Pa., . . . . .	.67	.67

PROPERTY OPERATED—Continued.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Summerhill branch.	Summerhill, Pa., . .	South Fork, Pa., . . .	2.03	2.03
Alexandria branch.	Donohue, Pa.,	Crab Tree, Pa.,	4.55	4.55
Brush Creek branch.	Jeannette, Pa.,	Terminus, Pa., . . . .	.54	.54
Bull Run branch.	Jeannette, Pa.,	Terminus, Pa., . . . .	.67	.67
Wilmerding branch.	Brinton, Pa.,	Near Wilmerding, Pa., .	2.02	2.02
Manor branch.	Manor, Pa.,	Claridge, Pa.,	4.30	4.30
Indiana branch.	Blairsville, Pa., . . .	Indiana, Pa.,	18.91	18.91
Tearing Run branch.	Tearing Run Jc., Pa., .	Terminus, Pa., . . . .	.96	.96
Port Perry branch.	Near Brinton, Pa., . .	Thomson, Pa.,	1.32	1.32
Homer and Cherry Tree branch. . .	Homer and Cherry Tree Junction, Pa.	Terminus, Pa., . . . .	.45	.45
Turtle Creek Valley branch. . . .	Stewart, Pa.,	Export, Pa.,	10.88	10.88
Total.			194.03	194.03
<i>Lines operated under lease, contract, etc.</i>				
Harrisburg, Portsmouth, Mt. Joy and Lancaster railroad.	Dillerville, Pa.,	Harrisburg, Pa.,	53.74	53.74
West Chester railroad.	Columbia, Pa.,	Branch Int. Pa.,	5.00	5.00
Pennsylvania Schuylkill Valley railroad.	Zermatt, Pa.,	West Chester, Pa., . . .	129.80	129.80
Downingtown and Lancaster railroad.	West Philadelphia, . . .	New Boston Pa., and branches.	37.98	37.98
Pomeroy and Newark railroad. . . .	Downingtown, Pa., . .	Conestoga, Pa.,	26.70	21.66
Columbia and Port Deposit railway. . .	Pomeroy, Pa.,	Newark, Del.,	43.53	28.97
Hanover and York railroad.	Columbia, Pa.,	Perryville, Md.,	27.65	27.65
Frederick and Pennsylvania Line railroad.	Hanover, Pa.,	Penna. and Md. State line.	28.00	
Mifflin and Centre County railroad. . .	Penna. and Maryland State line.	Frederick, Md.,	12.43	12.43
Sunbury and Lewistown railway. . . .	Lewistown Jc., Pa., . .	Milroy, Pa.,	43.45	43.45
Bedford and Bridgeport railway. . . .	Lewistown boro., Pa., .	Selinsgrove Jc., Pa., . .	49.17	49.17
Lewisburg and Tyrone Railroad. . . .	Mt. Dallas, Pa.,	Penna. and Md. State line and branch.	85.08	85.08
Bald Eagle Valley railroad.	Tyrone, Pa.,	Fairbrook, Pa., and branches.	90.68	90.68
Tyrone and Clearfield railway.	Montandon, Pa.,	Near Lemont, Pa., . . .	127.68	127.68
Tipton railroad.	Vail, Pa.,	Lock Haven, Pa., and branches.	4.44	4.44
Cambria and Clearfield railroad. . . .	Vail, Pa.,	Curwensville, Pa., and branches.	97.53	97.53
Cresson and Clearfield County and New York Short Route railroad. . . .	Tipton, Pa.,	Coal Mines, Pa.,	28.69	28.69
South Fork railroad.	Cresson Junction, Pa., .	Gleu Campbell, Pa., and branches.	8.12	8.12
Western Pennsylvania railroad. . . .	Cresson, Pa.,	Ir v o n a, Pa., and branches.	117.50	117.50
South West Pennsylvania railway. . . .	South Fork, Pa.,	End of Track, Pa., . .	108.96	108.96
Pittsburg, Virginia and Charleston railway.	Bolivar, Pa.,	Allegheny City, Pa., and branches.	72.48	72.48
McKeesport and Bessemer railroad. . .	Near Greensburg, Pa., .	Fairchance, Pa., and branches.	1.52	1.52
United New Jersey Railroad and Canal Companies lines.	Pittsburg (Southside), .	West Brownsville, Pa., and branches.	144.83	
Hudson River Ferries.	Near Cochran, Pa., . .	National Tube Works, Pa.	1.00	
Trenton Delaware bridge.	Trenton and Camden, N. J.	Jersey City, S. Amboy, N. J., and branches.	.19	
Philadelphia and Trenton railroad. . .	Jersey City, N. J., . . .	New York,	27.12	27.12
Connecting railway.	Morrisville, Pa.,	Trenton, N. J.,	6.75	6.75
Eugleside railroad.	Kensington, Pa.,	Morrisville, Pa., and branches.	.17	.17
Kensington and Tacony railroad. . . .	Mantua, Phila.,	Frankford Jc., Pa., . .	5.13	5.13
River Front railroad.	Junc. Connecting railway, Pa.	Terminus in Phila., . .	3.86	3.86
New York Bay railroad.	In Philadelphia,	Crossing Central R. R. of N. J., N. J.	9.11	
Perth Amboy Woodbridge railroad. . .	In Philadelphia,	Perth Amboy, N. J., . .	6.40	
Millstone and New Brunswick railroad. .	Near Waverly, N. J., . .	East Millstone, N. J., .	6.64	
Rocky Hill railroad.	Rahway, N. J.,	Rocky Hill, N. J., . . .	2.38	
Belvidere Delaware railroad.	New Brunswick, N. J., .	Manunka Chunk, N. J., and branches.	79.04	
Enterprise railroad.*	Kingston, N. J.,	East Trenton, N. J., . .	1.26	
Martin's Creek of New Jersey.* . . .	Trenton, N. J.,	Near Martin's Creek, N. J.	.14	
Martin's Creek Railway of Pennsylvania.*	Coalport, N. J.,	Junction Bangor and Portland R. R., Pa.	.15	.15
Bustleton railroad.	Middle Delaware river.	Bustleton, Phila., . . .	4.16	4.16

*Operations included with Belvidere Delaware railroad.

PROPERTY OPERATED—Continued.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Philadelphia, Germantown and Chestnut Hill railroad.	Germantown Jc., Pa. . .	Chestnut Hill, Pa., . .	7.91	7.91
Freehold and Jamesburg Agricultural railroad.	Jamesburg, N. J., . . .	Sea Girt, N. J., . . .	27.54	27.54
Columbus, Kinkora and Springfield railroad.	Kinkora, N. J., . . .	New Lisbon, N. J., . .	14.16	14.16
Philadelphia and Long Branch railroad.	Birmingham, N. J., . .	Bay Head Jc., N. J., and branches.	49.09	49.09
Long Beach railroad,	Manahawkin, N. J., . .	Beach Haven, N. J., and branch.	20.50	20.50
Camden and Burlington County railroad.	Camden, N. J., . . .	Pemberton, N. J., and branches.	29.61	29.61
Vincentown Branch railroad, . . .	Ewansville, N. J., . . .	Vincentown, N. J., . .	2.84	2.84
Mt. Holly, Lumberton and Medford railroad.	Mt. Holly, N. J., . . .	Medford, N. J., . . .	5.95	5.95
Philadelphia and Erie railroad, . .	Sunbury, Pa.,	Erie, Pa.,	287.56	287.56
Sunbury, Hazleton and Wilkesbarre railway.	Sunbury, Pa.,	Tomhicken, Pa., . . .	43.44	43.44
North and West Branch railway, . .	Catawissa, Pa., . . .	Wilkesbarre, Pa., and branches.	47.82	47.82
Nescopee railroad,	Rock Glen Jc., Pa., . .	Nescopee, Pa.,	11.96	11.96
Susquehanna and Clearfield railroad.	Keating, Pa.,	Karthauss, Pa., and branch.	24.89	24.89
Ridgway and Clearfield railroad, . .	Ridgway, Pa.,	Falls Creek, Pa., . .	27.23	27.23
Johnsonburg railroad,	Johnsonburg, Pa., . . .	Clermont, Pa.,	19.69	19.69
Total,			2,118.65	1,670.37
Total mileage operated, . . .			2,642.36	2,194.08

CAPITAL STOCK.

DESCRIPTION.	Par value of shares.	Total amount authorized by law.	Amount outstanding.	DIVIDENDS DECLARED DURING YEAR ENDING JUNE 30, 1898.		Manner of payment for capital stock.	Number of shares.	Total cash realized.
				Rate.	Amount.			
Capital stock, common,	\$50 00	\$151,700,000 00	\$128,744,850 00	November, 1892, 3 per cent. on \$126,774,500,	\$8,803,235 00	Issued for cash, common,	2,574,897	\$128,744,850 00
				May, 1893, 2½ per cent. cash on \$126,774,500,	3,169,362 50			
				Two per cent. scrip on \$126,774,500,	2,535,490 00			
Total,					\$9,508,087 50			

COMMON BONDS, INCOME BONDS, COLLATERAL TRUST BONDS, ETC.
FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	INTEREST.			
	Date of issue.	When due.				Rate.	When payable.	Amount accrued during year.	Amount paid during year.
General mortgage bonds,	1870	1910	\$55,000,000 00	\$13,400,750 00	\$13,488,820 00	6 per ct.	January and July, . . .	\$898,775 30	
Sterling coupon,	1870	1910	.. .. .	2,000,000 00	2,000,000 00	6 do.	January and July, . . .	120,000 00	119,070 00
Dollar coupon,	1870	1910	.. .. .	4,503,000 00	4,509,000 00	6 do.	April and October, . . .	270,540 00	269,520 00
Dollar registered,	1870	1910	.. .. .		\$19,997,820 00			\$1,190,803 20	\$1,197,306 30
Consolidated mortgage bonds,	1873	1905	100,000,000 00	\$24,250,000 00	\$22,762,020 00	6 per ct.	January and July, . . .	\$1,365,721 20	\$1,365,133 30
Sterling coupon,	1873	1905	.. .. .	3,000,000 00	2,757,000 00	6 do.	June and December, . .	165,420 00	167,880 00
Dollar registered,	1873	1905	.. .. .	2,000,000 00	1,931,000 00	6 do.	Mar., June, Sept., Dec.	117,660 00	116,790 00
Dollar registered,	1873	1919	.. .. .	3,500,000 00	3,498,000 00	5 do.	Sept. and December, . .	174,900 00	174,450 00
Dollar coupon,	1879	1919	.. .. .	1,500,000 00	1,500,000 00	5 do.	March and September, .	75,000 00	74,800 00
Dollar coupon,	1879	1943	.. .. .	3,000,000 00	3,000,000 00	4 do.	May and November, . .	.. .. .	.. .. .
	1883		.. .. .		\$37,250,000 00			\$1,898,701 20	\$1,899,039 30
Navy Yard mortgage registered bonds, . .	1876	1901	1,000,000 00	\$1,000,000 00	\$1,000,000 00	5 per ct.	January and July, . . .	\$50,000 00	\$50,000 00
P. W. & B. R. K. stock trust certificates,	1881	1921	10,000,000 00	10,000,000 00	7,909,000 00	4 do.	January and July, . . .	316,360 00	316,360 00
Collateral trust loan,	1883	1913	10,000,000 00	10,000,000 00	9,900,000 00	4 1/2 do.	January and Dec., . . .	445,500 00	445,500 00
Equipment trust bonds,	1883	1914	3,000,000 00	3,000,000 00	2,738,000 00	4 do.	March and September, .	\$54,375 00	54,375 00
Real estate coupon registered bond, . . .	1883	1943	2,000,000 00	2,000,000 00	1,675,000 00	4 do to 6 1/2 per ct.	May and November, . .	.. .. .	.. .. .
Real estate mortgages and ground rents,	Various.	Various.	Not applicable.	3,632,755 05	3,632,753 05	.. .. .	Various,	123,151 41	123,151 41
Total, . . . . .	.. .. .	.. .. .	\$161,000,000 00	\$86,942,513 05	\$82,400,533 05			\$4,087,956 81	\$4,085,812 01

* The actual amount of interest accrued and paid on the equipment trust bonds was \$109,920.00, of which amount the sum of \$54,375.00. is paid by the Pennsylvania railroad lines east of Pittsburg. and \$55.545, by the Pennsylvania lines west of Pittsburg, a portion of the equipment covered by the loan being assigned to the western lines.

FUNDED DEBT—Continued.
CAR TRUST OBLIGATIONS—A. GENERAL STATEMENT.

SERIES OR OTHER DESIGNATION.	Date of issue.	Term.	Number of payments.	EQUIPMENT COVERED.					Explanatory remarks.
				Box.	Stock.	Refrigerator.	Gondola.	Flat.	
Pennsylvania Car Trust, Series D.	Oct. 1, 1882.	10 years.	Ten.	862	50	500	2,000	200	2,000
Pennsylvania Car Trust, Series E.	May 1, 1883.	do.	do.	1,322	350	500	1,100	200	2,152
Pennsylvania Car Trust, Series F.	Aug. 1, 1883.	do.	do.	1,250	350	500	552	200	1,924
Pennsylvania Car Trust, Series G.	Sept. 1, 1883.	do.	do.	1,250	350	500	326	200	1,926
Pennsylvania Car Trust, Series H.	June 1, 1884.	do.	do.	1,250	350	500	1,200	200	1,700
Pennsylvania Car Trust, Series I.	Dec. 1, 1884.	do.	do.	1,250	350	500	1,152	200	1,152
Pennsylvania Equipment Trust, Series A.	Feb. 1, 1887.	do.	do.	256	500	500	2,100	150	2,516
Pennsylvania Equipment Trust, Series B.	Nov. 1, 1886.	do.	do.	1,000	500	500	1,200	200	2,200
Pennsylvania Equipment Trust, Series C.	Feb. 1, 1887.	do.	do.	1,250	350	500	2,256	250	2,556
Pennsylvania Equipment Trust, Series D.	Aug. 1, 1887.	do.	do.	1,250	350	500	376	250	1,876
Pennsylvania Equipment Trust, Series E.	May 1, 1887.	do.	do.	1,250	350	500	1,986	200	1,986
Pennsylvania Equipment Trust, Series F.	Feb. 1, 1888.	do.	do.	550	500	500	1,585	200	1,855
Pennsylvania Equipment Trust, Series G.	May 1, 1888.	do.	do.	1,000	500	500	1,315	200	2,015
Pennsylvania Equipment Trust, Series H.	Feb. 1, 1889.	do.	do.	1,050	500	500	1,325	200	1,575
Pennsylvania Equipment Trust, Series I.	Aug. 1, 1889.	do.	do.	640	500	500	1,300	200	1,540
Pennsylvania Equipment Trust, Series K.*	Nov. 1, 1891.	do.	do.	1,000	500	500	500	200	1,500
Pennsylvania Rolling Stock, Series A.	Apr. 1, 1892.	do.	do.	1,569	500	500	500	200	1,569
Pennsylvania Rolling Stock, Series B.	Apr. 1, 1892.	do.	do.	1,592	500	500	500	200	1,592
Pennsylvania Rolling Stock, Series C.	July 1, 1892.	do.	do.	1,339	500	500	500	200	1,648
Pennsylvania Rolling Stock, Series D.†	July 1, 1892.	do.	do.	1,339	500	500	309	200	1,648
				1,691	500	500	1,691	200	1,691

* Five hundred gondola cars added during year.

† No certificates issued prior to October 1, 1892.

FUNDED DEBT—Continued.
B. STATEMENT OF AMOUNT.

SERIES OR OTHER DESIGNATION.	Cash paid on delivery of equipment.	DEFERRED PAYMENTS—PRINCIPAL.		DEFERRED PAYMENTS—INTEREST.			
		Original amount.	Amount outstanding July 1, 1893.	Original amount.	Amount outstanding.	Amount accrued during year.	Amount paid during year.
Pennsylvania Car Trust, Series D.	\$1,000,000 00	\$1,000,000 00	.....	\$275,000 00	.....	\$1,250 00	\$1,250 00
Pennsylvania Car Trust, Series E.	1,000,000 00	1,000,000 00	.....	275,000 00	.....	5,000 00	5,000 00
Pennsylvania Car Trust, Series F.	1,000,000 00	1,000,000 00	\$100,000 00	275,000 00	\$1,250 00	6,250 00	6,250 00
Pennsylvania Car Trust, Series G.	1,000,000 00	1,000,000 00	100,000 00	275,000 00	1,250 00	6,250 00	6,250 00
Pennsylvania Car Trust, Series H.	1,000,000 00	1,000,000 00	100,000 00	275,000 00	5,000 00	10,000 00	10,000 00
Pennsylvania Car Trust, Series I.	550,000 00	550,000 00	100,000 00	243,125 00	16,250 00	6,875 00	6,875 00
Pennsylvania Equipment, Series A.	1,000,000 00	1,000,000 00	400,000 00	220,000 00	36,000 00	13,000 00	13,000 00
Pennsylvania Equipment, Series B.	1,000,000 00	1,000,000 00	400,000 00	220,000 00	32,000 00	18,000 00	18,000 00
Pennsylvania Equipment, Series C.	1,000,000 00	1,000,000 00	400,000 00	220,000 00	36,000 00	19,000 00	19,000 00
Pennsylvania Equipment, Series D.	1,000,000 00	1,000,000 00	500,000 00	220,000 00	45,000 00	21,000 00	21,000 00
Pennsylvania Equipment, Series E.	1,000,000 00	1,000,000 00	400,000 00	220,000 00	40,000 00	20,000 00	20,000 00
Pennsylvania Equipment, Series F.	1,000,000 00	1,000,000 00	500,000 00	220,000 00	55,000 00	23,000 00	23,000 00
Pennsylvania Equipment, Series G.	1,000,000 00	1,000,000 00	500,000 00	220,000 00	60,000 00	24,000 00	24,000 00
Pennsylvania Equipment, Series H.	1,000,000 00	1,000,000 00	600,000 00	220,000 00	78,000 00	27,000 00	27,000 00
Pennsylvania Equipment, Series I.	1,000,000 00	1,002,000 00	700,000 00	186,400 00	91,000 00	29,000 00	29,000 00
Pennsylvania Equipment, Series K.	887,000 00	887,000 00	787,000 00	167,220 00	124,100 00	30,780 00	30,780 00
Pennsylvania Rolling Stock, Series A.	1,000,000 00	1,000,000 00	900,000 00	210,000 00	171,000 00	39,000 00	39,000 00
Pennsylvania Rolling Stock, Series B.	1,000,000 00	1,000,000 00	900,000 00	210,000 00	171,000 00	39,000 00	39,000 00
Pennsylvania Rolling Stock, Series C.	1,000,000 00	1,000,000 00	900,000 00	220,000 00	180,000 00	40,000 00	40,000 00
Pennsylvania Rolling Stock, Series D.	870,000 00	870,000 00	770,000 00	160,500 00	134,400 00	26,100 00	26,100 00
Total.	\$19,307,000 00	\$19,307,000 00	\$9,057,000 00	\$4,434,245 00	\$1,277,250 00	\$10,505 00	\$410,505 00

RECAPITULATION AND FUNDED DEBT.

ACCOUNT.	Amount issued.	Amount out- standing.	INTEREST.	
			Amount ac- crued dur- ing year.	Amount paid during year.
Common income and collateral trust bonds, etc.,	\$86,942,513 05	\$82,400,593 05	\$4,037,956 81	\$4,085,812 01
Car trust obligations (not on compauy's books).	19,307,000 00	9,057,000 00	643,433 86	643,433 86
Total,	\$106,249,513 05	\$91,457,593 05	\$4,731,390 67	\$4,729,245 87

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND IN- CLUDING JUNE 30, 1893.	
Cash,	\$4,301,626 72	Loans and bills payable,*	\$15,434,449 13
Bills receivable,	499,747 11	Audited vouchers and accounts, . .	8,738,219 94
Due from agents,	4,032,326 79	Wages and salaries,	2,852,913 91
Due from solvent companies and in- dividuals,	23,944,045 52	Net traffic balances due to other companies,	1,234,531 11
Other cash assets(excluding material and supplies on hand) as follows: Cash on deposit in London ex- change for payment of inter- est, etc.,	1,138,396 06	Dividends not called for,	131,883 25
Total,	\$33,966,142 20	Matured interest coupons unpaid, Miscellaneous,	95,895 65
		Balance, cash assets,	961,572 90
		Total,	\$33,966,142 20

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

ACCOUNT.	Total amount outstanding.	AMOUNT PER MILE OF ROAD.	
		Miles.	Amount.
Capital stock,	\$128,744,850 00	523.71	\$245,832 33
Bonds,	82,400,593 05	523.71	157,340 12
Car trust obligations,	9,057,000 00	523.71	17,293 92
Total,	\$220,202,443 05	523.71	\$420,466 37

NOTE—In any use made of the amount of stock, bonds, etc., per mile of road shown in statment A, it should be borne in mind that, as this company has over one hundred and fifteen millions of dollars invested in the stocks and bonds of other companies, and that the equipment owned by it is used on all its leased and operated lines, no averages obtained by dividing the length of the road owned by this company into its capital stock and funded debt, can be of any use in comparison with similar data furnished by another road owning no securities, and only having sufficient equipment for its own lines.

* Included in the amount (\$15,434,449.13) as "loans and bills payable," are balances due to the various railroads, other corporations, etc., controlled by the Pennsylvania Railroad Company, whicb, under its method of transacting business, are required to be deposited with the treasurer of that company.

RECAPITULATION—Continued.

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

NAME OF ROAD.	Capital stock.	Funded debt.	Current liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Pennsylvania railroad.	\$128,744,850 00	\$82,400,593 05	\$29,449,265 89	\$240,594,708 94	523.71	\$459,404 46
Harrisburg, Portsmouth, Mt. Joy and Lancaster railroad.	1,182,560 00	75,000 00	57,992 75	1,940,482 75	53.74	36,108 72
West Chester railroad.	165,000 00	75,000 00	12,278 13	252,278 13	5.00	50,455 63
Pennsylvania Schuylkill Valley railroad.	7,117,450 00	7,000,000 00	388,907 41	14,506,357 41	129.80	111,759 30
Downton and Lancaster railroad.	405,650 00	300,000 00	147,809 69	853,459 69	37.98	22,471 29
Pomeroy and Newark railroad.	500,000 00	300,000 00	201,758 27	701,758 27	26.70	26,288 08
Columbia and Port Deposit railway.	1,000,000 00	1,800,000 00	1,260 71	2,801,260 71	43.53	64,352 42
Hanover and York railroad.	325,000 00	370,000 00	3,915 00	498,915 00	27.65	18,045 03
Fredrick and Pennsylvania Line railroad.	779,100 00	350,000 00	316,388 39	1,344,488 39	28.00	48,017 80
Mifflin and Centre County railroad.	195,775 00	200,000 00	49,577 25	416,152 25	12.45	33,479 67
Sunkbury and Lewistown railway.	600,000 00	500,000 00	104,155 44	1,204,155 44	49.17	27,713 15
Bedford and Bridgeport Railway.	600,000 00	1,700,000 00	1,131 34	2,301,131 34	43.45	46,799 50
Lewisburg and Tyrone railroad.	1,200,000 00	348,000 00	245,919 30	1,435,919 30	85.08	17,582 50
Bald Eagle Valley railroad.	1,535,000 00	1,000,000 00	290 60	1,883,290 60	90.68	20,765 53
Tyrone and Clearfield railway.	1,000,000 00	1,000,000 00	104,977 07	2,104,977 07	127.68	16,486 35
Tipton railroad.	43,250 00	1,174,000 00	207,934 15	43,250 00	4.44	9,740 99
Cambria and Clearfield railroad.	1,175,650 00	1,174,000 00	207,934 15	2,557,584 15	97.53	26,223 56
Cresson and Clearfield County and New York Short Route railroad.	1,000,000 00	750,000 00	164,420 30	1,914,420 30	28.63	66,727 79
South Fork railroad.	28,000 00	750,000 00	113,962 49	1,134,962 49	8.12	14,034 79
Western Pennsylvania railroad.	1,775,000 00	4,440,500 00	85,962 49	6,252,199 61	117.50	53,210 21
Southwest Pennsylvania railway.	1,499,900 00	900,000 00	36,699 61	2,436,599 61	108.96	22,476 04
Pittsburg, Virginia and Charleston railway.	2,054,800 00	4,060,000 00	49,154 61	6,136,442 69	72.48	84,523 58
McKeesport and Bessemer railroad.	100,000 00	19,674,000 00	510,011 25	610,041 25	1.52	401,332 93
Philadelphia and Erie railroad.	200,000 00	200,000 00	102,357 41	30,161,357 41	287.56	104,887 18
Johnsburg railroad.	200,000 00	200,000 00	28,527 47	428,527 47	19.93	21,765 72
Ridgway and Clearfield railroad.	491,000 00	491,000 00	92,625 00	982,625 00	24.89	36,063 16
Susquehanna and Clearfield railroad.	286,000 00	286,000 00	78,211 08	564,211 08	11.96	44,917 31
Nesquebec railroad.	253,000 00	200,000 00	5,247 49	3,005,247 49	47.82	62,844 99
North and West Branch railway.	1,500,000 00	2,535,000 00	6,765 75	3,541,765 75	43.44	81,532 36
Sunnery, Hazleton and Wilkesbarre railway.	21,200,000 00	20,619,767 75	12,593,659 08	54,453,826 83	144.83	3,415,263 16
United Delaware and Canal Company.	198,900 00	450,000 00	1,971,965 50	648,900 00	19	119,140 02
Trenton Delaware Bridge.	1,259,100 00	991,000 00	1,100,198 51	3,250,298 51	6.75	500,518 30
Philadelphia and Trenton railroad.	1,278,300 00	300,000 00	13,849 43	3,156,149 43	5.13	61,179 23
Connecting railway.	300,000 00	216,000 00	171,130 02	608,130 02	3.86	156,251 80
Kensington and Tacoma railroad.	203,000 00	20,000 00	17,789 20	30,789 20	17	181,112 94
River Front railroad.	30,000 00	100,000 00	71,668 50	328,400 00	6.40	51,312 50
Englefield railroad.	228,400 00	35,750 00	167,418 50	457,418 50	6.64	25,213 63
Ferth Amboy and Woodbridge railroad.	95,750 00	45,000 00	1,740 00	4,000,740 00	2.88	13,159 66
Millstone and New Brunswick railroad.	45,000 00	2,849,000 00	1,740 00	4,000,740 00	79.04	50,616 65
Rocky Hill railroad.	1,150,000 00	2,849,000 00	1,740 00	4,000,740 00	79.04	50,616 65
Belvidere and Delaware railroad.	1,150,000 00	2,849,000 00	1,740 00	4,000,740 00	79.04	50,616 65

RECAPITULATION—Continued.

NAME OF ROAD.	Capital stock.	Funded debt.	Current liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Enterprise railroad.	30,000 00	15,000 00	..	45,000 00	1.25	35,714 29
Martin's Creek Railway of New Jersey, ..	28,000 00	..	..	28,000 00	.14	200,000 00
Martin's Creek Railway of Pennsylvania, ..	30,000 00	..	..	30,000 00	.15	200,000 00
Burlington railroad.	100,000 00	..	..	118,900 16	4.16	28,581 77
Philadelphia, Germantown and Chestnut Hill railroad, ..	1,000,000 00	1,414,000 00	18,900 16	2,479,793 83	7.91	326,143 09
Freehold and Jamesburg Agricultural railroad, ..	235,600 00	498,600 00	165,735 83	811,489 74	27.54	29,465 86
Columbus, Kinkora and Springfield railroad, ..	65,650 00	125,800 00	17,289 74	347,048 55	14.16	24,509 08
Philadelphia and Long Branch railroad, ..	765,000 00	750,000 00	151,198 55	2,238,101 40	49.69	45,591 80
Long Beach railroad, ..	233,000 00	..	728,101 40	412,508 26	20.50	20,122 35
Camden and Burlington County railroad, ..	381,925 00	350,000 00	159,608 26	745,823 25	29.61	25,188 25
Vincentown Branch railroad, ..	25,000 00	15,000 00	13,898 25	40,000 00	2.81	14,084 51
Mt. Holly, Lumberton and Medford railroad, ..	95,650 00	75,000 00	..	170,650 00	5.93	28,680 67
New York Bay railroad, ..	400,000 00	..	..	962,970 56	9.11	105,704 78
Grand Total.	\$196,601,650 00	\$161,116,230 80	\$50,300,655 53	\$408,018,576 33	2,641 36	*

* No " amount per mile of road " given for the United New Jersey Railroad and Canal Company; also no grand total " amount per mile of road, " for the reason that the stocks and bonds cover both railroad and canal.

PERMANENT IMPROVEMENTS FOR THE YEAR.

It is not possible from the system of accounts used by this company, to give the expenditures for the year for construction under the headings called for.

COST OF ROAD AND EQUIPMENT.

ITEM.	Total cost to June 30, 1892.	Net additions during year.	Total cost to June 30, 1893.	Cost per mile.
Construction:				
Other real estate,	\$16,064,750 11	\$2,859,894 44	\$18,924,644 55	\$36,135 73
Shop machinery and tools,	1,728,772 22	109,453 34	1,619,318 88	3,092 01
Cost of construction,	48,683,005 20	4,178,458 92	52,861,464 12	100,936 52
Total construction,	\$66,476,527 53	\$6,928,900 02	\$73,405,427 55	\$140,164 26
Equipment:				
Locomotives,	\$12,581,577 11	\$1,525 048 81	\$14,106,625 92	\$26,935 95
Passenger cars,				
Sleeping, parlor and dining cars,	5,690,215 53	564,301 89	6,254,517 42	11,942 71
Baggage, express and postal cars,				
Combination cars,				
Freight cars,	12,553,610 63	2,398,865 47	14,952,476 10	28,551 06
Other cars of all classes,	177,161 15	264 40	177,425 55	338 79
Floating equipment,	1,595,935 30	55,894 65	1,651,829 95	3,154 09
Total equipment,	\$32,598,499 72	\$4,544,375 22	\$37,142,874 94	\$70,922 60
Grand total cost, construction and equipment,	\$99,075,027 25	\$11,473,275 24	\$110,548,302 49	\$211,086 86
Cost of construction of that portion of road located in Pennsylvania,	\$66,476,527 53		\$73,405,427 55	

INCOME ACCOUNT.

Gross earnings from operation,	\$69,697,109 51	
Less operating expenses,	49,695,073 51	
Income from operation,		\$20,002,036 00
Interest on bonds owned,	\$1,454,940 59	
Dividends on stocks owned,	3,873,541 50	
Net miscellaneous income,	985,510 50	
Income from other sources,		6,313,992 59
Total income,		\$26,316,028 59
Deductions from income:		
Interest on funded debt accrued,	\$4,731,390 67	
Rentals, including tracks, yards and terminals,	10,611,770 57	
Taxes,	777,809 94	
Other deductions:*		
Extraordinary repairs,	\$1,263,136 98	
Penn'a railroad consolidated mortgage sinking fund,	324,780 00	
Fund for purchase of securities,	89,179 93	
	1,677,096 91	
Total deductions from income,		17,798,068 09
Net income,		\$8,517,960 50
Dividends, 5½ per cent., common stock,		6,972,597 50
Surplus from operations of year ending June 30, 1893,		\$1,545,363 00
Surplus on June 30, 1892,		26,723,165 48
		\$28,268,528 48
Deductions for year,		1,459,548 48
Surplus on June 30, 1893,		26,808,980 00

* Deductions for year: Amount of scrip dividend declared May, 1893, less profit on securities sold and amounts received in settlement of all accounts.

EARNINGS FROM OPERATION.

Total passenger revenue,	\$17,463,160 21
Mail,	1,356,137 09
Express,	1,324,588 11
Total passenger earnings,	\$20,143,885 44
Total freight earnings,	48,599,098 04
Total passenger and freight earnings,	\$68,742,983 48
Other sources,	954,126 03
Total gross earnings from operation,	\$69,697,109 51

BONDS OWNED.

NAME.	Total amount held.	Rate—per cent.	Income or interest received.
American Bottom Marhle, Lime and Coal Company.	\$200,000 00	7	\$14,000 00
Allegheny Valley Railway Company general mortgage.	32,000 00	4	.....
Belvidere Delaware Railroad Company consolidated mortgage.	600,000 00	4	.....
Baltimore and Potomac Railroad Company consolidated mortgage.	1,219,000 00	5	64,700 00
Bedford and Bridgeport Railway Company debenture certificate.	1,700,000 00	5	85,000 00
Cambria and Clearfield Railroad Company first mortgage, coupon.	583,000 03	5	4,800 00
Central Stock Yard and Transit Company first mortgage, coupon.	300,000 00	7	21,000 00
Cincinnati and Muskingum Valley Railroad Company first mortgage.	754,000 00	7	.....
Cincinnati, Richmond and Chicago Railroad Company second mortgage.	65,000 00	7	.....
Cresson Springs Company mortgage, registered.	100,000 00	6	.....
Columbia and Port Deposit Railway Company mortgage, coupon.	1,800,000 00	4	72,000 00
Cresson and Clearfield County and New York Short Route Railroad Company first mortgage.	16,500 00	6	.....
Downingtown and Lancaster Railroad Company, coupon.	211,200 00	4	.....
Frederick and Pennsylvania Line Railroad Company first mortgage.	232,500 00	6	.....
Fair Hill Railroad Company, debenture certificate.	103,000 00	4	.....
Freehold and Jamesburg Agricultural Railroad Company consolidated mortgage.	6,000 00	6	360 00
Grand Rapids and Indiana Railroad Company second mortgage.	2,700,000 00	6	.....
Gettysburg and Harrisburg Railroad Company first mortgage.	19,000 00	6	1,140 00
Grand Rapids and Indiana Railroad Company first mortgage.	44,000 00	4½	2,225 00
Grand Rapids and Indiana Railroad Company, coupon.	484,000 00	5	.....
Indianapolis and St. Louis Railway Company mortgage.	500,000 00	6	30,000 00
International Navigation Company coupon.	340,000 00	6	20,400 00
Jersey City and Bergen Railroad Company first mortgage.	239,000 00	7	16,730 00
Jeffersonville, Madison and Indianapolis first mortgage.	296,000 00	7	21,070 00
Johnsburg Railroad Company first mortgage.	150,000 00	6	.....
Lewisburg and Tyrone Railroad Company debenture certificate.	294,174 65	5	7,554 36
Lisbon Coal Company mortgage.	316,000 00	5	.....
Miffin and Centre County Railroad Company first mortgage.	200,000 00	6	.....
McKeesport and Bessemer Railroad Company debenture certificate.	500,000 00	4	20,580 98
Maryland Steel Company first mortgage.	180,000 00	5	8,550 00
New York and Long Branch Railroad Company general mortgage.	34,000 00	5	850 00
Nescopee Railroad Company debenture.	200,000 00	5	.....
Northern Central Railway Company general mortgage.	27,000 00	6	1,620 00
North and West Branch Railway Company first mortgage.	1,400,000 00	6	84,000 00
Piedmont and Cumberland Railway Company first mortgage.	100,000 00	5	5,000 00
Pittsburg, Virginia and Charleston Railway Company first mortgage.	3,000,000 00	5	150,000 00
Pittsburg, Virginia and Charleston Railway Company debenture certificate.	1,050,000 00	5	26,250 00
Pennsylvania Company registered secured loan.	15,000 00	6	900 00
Pennsylvania Canal Company general mortgage.	384,000 00	6	.....
Philadelphia and Erie Railroad Company general mortgage.	263,000 00	5	13,150 00
Pittsburg, Cincinnati and St. Louis Railway Company first consolidated mortgage.	326,000 00	7	22,820 00
Pittsburg, Wheeling and Kentucky Railroad Company, first mortgage.	88,000 00	7	6,160 00
Philadelphia and Erie Railroad Company consolidated general mortgage.	3,681,000 00	6	220,860 00
Pennsylvania Schuylkill Valley Railroad Company first mortgage.	7,000,000 00	5	175,000 00
Philadelphia and Long Branch Railroad Company first mortgage.	750,000 00	5	.....
Pres Manufacturing Company, for erecting a bridge over the river Delaware at or near Trenton, N. J.,	100,000 00	4	.....
Pittsburg, Cincinnati, Chicago and St. Louis Railway Company consolidated mortgage.	1,153,000 00	4½	25,942 50
Philadelphia and Delaware County Railroad Company certificate of indebtedness.	250,000 00	5	.....
Philadelphia, Germantown and Chestnut Hill Railroad Company debenture certificate.	414,000 00	4½	9,315 00
Sunbury, Hazleton and Wilkesbarre Railway Company first mortgage.	177,000 00	6	10,740 00
Steubenville and Indiana Railroad Company first mortgage.	51,000 00	6	2,550 00
Sunbury, Hazleton and Wilkesbarre Railway Company second mortgage.	488,000 00	6	29,280 00
St. Louis, Vandalia and Terre Haute Railroad Company second mortgage.	225,000 00	7	15,750 00
Sunbury, Hazleton and Wilkesbarre Railway Company second mortgage.	600 00	6	36 00
Southwest Pennsylvania Railway Company first mortgage.	600,000 00	7	42,000 00
Snamokin Valley and Pottsville Railroad Company first mortgage.	580,000 00	7	40,000 00
Summit Branch Railroad Company first mortgage.	480,000 00	7	33,600 00
Standard Plate Glass Company second mortgage.	450 00	6	44 62
Susquehanna and Clearfield Railroad Company first mortgage.	285,000 00	5	.....
Tyrone and Clearfield Railway Company first mortgage.	1,000,000 00	5	50,000 00
Western Pennsylvania Railroad Company (Pittsburg branch),	600 00	6	36 00
Western Pennsylvania Exposition Society first mortgage.	27,000 00	6	1,620 00
Washington Southern Railway Company first mortgage.	1,000,000 00	5	.....
Philadelphia and Bustleton Railway Company debenture certificate.	51,000 00	4	.....
Interest received on bonds disposed of during year. . . . .	.....	.....	97,336 13
Total.	\$39,385,124 65	.....	\$1,454,940 59

STOCKS OWNED.

NAME.	Total par value.	Rate—per cent.	Income or dividend received.
Allegheny Valley Railway Company common.	\$9,653,800 00		
Allegheny Valley Railway Company preferred.	10,411,350 00		
Altoona Mechanics' Library and Reading Room Association.	3,715 00		
Bald Eagle Valley Railroad Company.	706,250 00	10	\$70,625 00
Belvidere Delaware Railroad Company.	141,350 00	6	8,481 00
Baltimore and Potomac Railroad Company.	4,081,100 00		
Bustleton Railroad Company.	100,000 00		
Bedford and Bridgeport Railway Company.	600,000 00		
Cresson Springs Company common.	182,150 00		
Cresson Springs Company preferred.	50,000 00		
Columbia and Port Deposit Railway Company.	600,000 00	10	60,000 00
Camden and Philadelphia Steam Boat Ferry Company.	215,800 00	10	21,580 00
Columbus and Xenia Railroad Company.	500 00	8	42 00
Camden and Atlantic Railroad Company common.	234,100 00		
Camden and Atlantic Railroad Company preferred.	451,950 00		
Connecting Railway Company.	1,277,700 00	6	76,662 00
Chartiers Railway Company.	333,850 00	9	30,046 50
Cumberland Valley Railroad Company first preferred.	112,100 00	8	97,040 00
Cumberland Valley Railroad Company second preferred.	125,100 00		
Cumberland Valley Railroad Company common.	975,800 00		
Camhria and Clearfield Railroad Company.	1,175,650 00		
Cumberland Valley and Martinsburg Railroad Company.	200,000 00		
Cresson and Clearfield County and New York Short Route Railroad Company.	214,550 00		
Downingtown and Lancaster Railroad Company.	405,650 00		
Delaware and Schuylkill Market Company.	251,000 00	4	10,000 00
Engleside Railroad Company.	30,000 00		
Ebensburg and Black Lick Railroad Company.	350,000 00		
Freehold and Jamesburg Agricultural Railroad Company.	37,800 00	6	2,268 00
Frederick and Pennsylvania Line Railroad Company preferred.	461,000 00		
Fair Hill Railroad Company.	150,000 00		
Girard Point Storage Company.	1,064,200 00		
Girardville Railroad Company instalment.	2,500 00		
Harrisburg and Bedford Railroad Company instalment.	20,000 00		
Hanover and York Railroad Company.	324,850 00		
Homer and Susquehanna Railroad Company instalment.	10,500 00		
International Navigation Company.	725,000 00		
Junction Railroad Company.	76,650 00	30	22,995 00
Johnsonburg Railroad Company.	75,000 00		
Kensington and Tacony Railroad Company.	300,000 00		
Lewishurg and Tyrone Railroad Company.	1,110,450 00		
Little Miami Railroad Company.	500 00	8	40 00
Louisville Bridge Company.	901,300 00	8	72,104 00
Long Beach Railroad Company.	252,750 00		
Lebanon and Reading Railroad Company instalment.	30,000 00		
Mifflin and Centre County Railroad Company.	137,250 00		
Manor Real Estate and Trust Company.	1,753,950 00		
Milford and Bay Shore Railroad Company instalment.	1,012 50		
Monongahela River and Streets Run Railroad Company.	50,000 00		
McKeesport and Bessemer Railroad Company.	100,000 00		
Mount Holly, Lumberton and Medford Railroad Company.	10,700 00		
Northern Central Railway Company.	3,488,950 00	8	279,116 00
North and West Branch Railway Company.	925,000 00	6	55,500 00
Nescopee Railroad Company.	259,000 00		
New Jersey Warehouse and Guaranty Company.	25,000 00		
New York Bay Railroad Company.	400,000 00		
Pennsylvania Company common.	21,000,000 00	2	\$40,000 00
Philadelphia Bourse.	5,000 00		
Pittsburg, Virginia and Charleston Railway Company.	1,636,950 00	5	81,847 50
Philadelphia and Erie Railroad Company preferred.	2,400,000 00	7	168,000 00
Philadelphia and Erie Railroad Company common.	3,501,800 00		
Pennsylvania Canal Company.	3,617,150 00		
Philadelphia, Germantown and Chestnut Hill Railroad Company.	999,750 00		
Pittsburg, Fort Wayne and Chicago Railway Company guaranteed special.	2,348,512 54	7	118,405 00
Philadelphia and Long Branch railroad.	765,000 00		
Piedmont and Cumberland Railway Company.	200,000 00		
Perth Amboy and Woodbridge Railroad Company.	198,400 00	10	19,840 00
Pennsylvania and North Western Railroad Company.	28,250 00	6	1,695 00
Philadelphia and Trenton Railroad Company.	500 00	10	50 00
Philadelphia, Wilmington and Baltimore Railroad Company.	10,890,950 00	7	762,366 50
Pennsylvania Steel Company.	430,900 00	6	25,110 00
Pomeroy and Newark Railroad Company.	500,000 00		
Pennsylvania Schuylkill Valley Railroad Company.	7,092,200 00		
Port Richmond and Berren Point Ferry Company.	40,000 00		
Philadelphia and Delaware County Railroad Company.	250,000 00		
Pittsburg, Cincinnati, Chicago and St. Louis Railway Co. common.	2,245,500 00		
Pittsburg, Cincinnati, Chicago and St. Louis Railway Co. preferred.	2,406,400 00	4	96,256 00
Philadelphia, Baltimore and Bryn Mawr Turnpike Company.	2,000 00		
Pennsylvania Car Trust certificates.	70,000 00	5	5,962 50

STOCKS OWNED—Continued.

NAME.	Total par value.	Rate—per cent.	Income or dividend received.
Pennsylvania Equipment Trust certificates,	110,000 00	4	6,290 00
Pennsylvania Rolling Stock Trust certificates,	3,640,000 00	4	107,180 00
Philadelphia, Bustleton and Trenton Railroad Company,	250,000 00		
River Front Railroad Company,	216,000 00	5	10,800 00
Ridgway and Clearfield Railroad Company,	491,000 00	6	29,460 00
Roxborough Railroad Company instalment,	10,000 00		
Susquehanna Coal Company,	2,136,800 00	10	213,680 00
Summit Branch Railroad Company,	2,190,200 00		
St. Louis, Vandalia and Terre Haute Railroad Co. first preferred,	\$37,000 00		
South West Pennsylvania Railway Company,	1,057,250 00	10	105,725 00
Susquehanna and Clearfield Railroad Company,	286,000 00		
Sunbury, Hazleton and Wilkesbarre Railway Company,	1,000,000 00	6	60,000 00
South Fork Railroad Company,	28,000 00		
Trenon Cut-off Railroad Company,	100,000 00		
Turtle Creek Valley Railroad Company,	250,000 00		
Tipton Railroad Company,	43,250 00		
Tyrone and Clearfield Railway Company,	1,000,000 00	5	50,000 00
Toledo, Walhonding Valley and Ohio Railroad Company,	1,320,000 00		
United New Jersey Railroad and Canal Company,	1,350,000 00	10	135,000 00
West Jersey Ferry Company,	215,000 00	8	11,460 00
Western Pennsylvania Railroad Company,	1,753,500 00	8	140,280 00
West Jersey Railroad Company,	264,700 00	7	18,522 00
West Chester Railroad Company,	165,000 00	5	8,250 00
West Penn and Shenango Connecting Railroad Company,	83,000 00		
Washington Southern Railway Company,	999,900 00		
Dividends received on stocks disposed of during year,			50,862 50
Total,	\$126,501,690 04		\$3,873,541 50

RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS AND TERMINALS.

DESIGNATION OF PROPERTY.	Situation of property leased.	Name of company using property leased.	Item.	Total.
Tracks,	Over Susquehanna river, Rockville, Pa. Between Octorara Junction and Port Deposit, Md. Between Pine Creek and Willow Grove, Pa. Camden, N. J.,	Northern Central railway, . Philadelphia and Baltimore Central railroad. Pittsburg and Western railroad. West Jersey railroad, . . .	\$6,000 00 4,000 00 10,000 00 2,500 00	\$22,500 00
Total,				
Tunnels,	Union station, Pittsburg, . Union station, Pittsburg, . Union station, Pittsburg, . Station, Harrisburg, . . . Pier at New York, Pier at New York, Station at Huntingdon, . . Station at Williamsport, . . Vine street, Philadelphia, . Station, Driftwood, Pa., . . Station, Emporium,	Allegheny Valley Railway Company. Pittsburg, Fort Wayne and Chicago Railway. Pittsburg, Cincinnati, Chicago and St. Louis railway. Northern Central railway. Lehigh Valley railroad . . . Baltimore and Ohio railroad Huntingdon and Broad Top Mountain railroad. Northern Central railway, . Camden and Atlantic railroad. Allegheny Valley railway. Western New York and Pennsylvania railroad.	\$2,453 48 3,966 24 3,605 64 2,074 68 22,500 00 30,000 00 360 00 774 84 900 00 540 00 480 00	
Total,				67,654 88
Grand total rentals received,				\$90,154 88

MISCELLANEOUS INCOME.

ITEM.	Gross income.	Less expenses.	Net miscellaneous income.
Delaware and Raritan Canal,	\$334,700 85	\$336,225 21	*\$1,524 36
Empire line,			11,863 85
Received from branch and other roads for interest on valuation of equipment furnished,			363,300 11
Interest received on securities received with lease of United New Jersey Railroad and Canal Company's properties,			217,503 47
Rents of properties, United Railroad of New Jersey and Philadelphia and Trenton railroad,			286,308 00
Interest on loans and general accounts,			94,338 54
Sundry items,			13,920 89
Total,			\$985,510 50

* Loss.

OPERATING EXPENSES.

ITEM.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway,	\$1,266,119 14	\$2,810,017 35	\$4,076,136 49
Renewals of rails,	130,272 12	288,678 26	418,950 38
Renewals of ties,	227,178 42	440,702 69	667,881 11
Repairs of bridges and culverts,	484,076 14	1,080,453 04	1,564,529 18
Repairs of fences, road crossings signs and cattle guards,	181,734 63	378,496 27	560,230 90
Repairs of buildings,	577,519 92	753,692 36	1,331,212 28
Repairs of docks and wharves,	87,420 51	195,819 37	283,239 88
Repairs of telegraph,	36,335 95	76,781 45	113,117 40
Other expenses,	14,064 52	29,475 20	43,539 72
Taxes,	55,742 28	119,984 28	175,726 56
Total,	\$3,060,463 63	\$6,174,100 27	\$9,234,563 90
Maintenance of equipment:			
Repairs and renewals of locomotives,	\$1,088,199 25	\$2,313,188 52	\$3,401,387 77
Repairs and renewals of passenger cars,	1,095,020 40		1,095,020 40
Repairs and renewals of freight cars,		4,686,170 98	4,686,170 98
Repairs and renewals of ferry boats, tugs, floats, and barges,	143,310 34	181,781 14	325,091 48
Shop machinery, tools, etc.,	68,223 04	174,732 13	242,955 17
Other expenses,	259,816 61	577,135 62	836,952 23
Taxes,	14,688 87	40,695 73	55,384 60
Total,	\$2,668,758 51	\$7,973,704 12	\$10,642,462 63
Conducting transportation:			
Wages of engineers, firemen and roundhousemen,	\$1,021,080 84	\$ 817,727 96	\$3,838,808 80
Fuel for locomotives,	1,270,529 43	3,079,727 14	4,350,256 57
Water supply for locomotives,	115,665 52	243,523 68	359,189 20
All other supplies for locomotives,	120,197 46	241,559 19	361,756 65
Wages of other trainmen,	1,252,812 77	4,054,903 83	5,307,716 60
All other train supplies,	350,443 30	169,117 18	519,560 48
Wages of switchmen, flagmen and watchmen,	326,467 00	721,351 04	1,047,818 04
Expense of telegraph, including train dispatchers and operators,	376,622 33	817,635 87	1,194,258 20
Wages of station agents, clerks and laborers,	963,990 36	4,090,589 74	5,054,580 10
Station supplies,	369,483 13	276,935 80	646,418 93
Car mileage—Balance,	156,997 20	1,308,149 03	1,465,146 23
Loss and damage,	22,861 54	255,817 66	278,679 20
Injuries to persons,	205,753 86	28,424 18	234,178 04
Barges, floats, tugs, ferry boats, expenses of, including wages, fuel and supplies,	246,744 73	558,486 60	805,231 33
Other expenses,	309,338 77	410,847 73	720,186 50
Taxes,	131,882 29	261,337 56	393,219 85
Total,	\$7,240,780 53	\$19,336,134 19	\$26,576,914 72

OPERATING EXPENSES—Continued.

General expenses:			
Salaries of officers,	\$116,503 88	\$272,636 67	\$389,190 55
Salaries of clerks,	319,834 19	675,684 42	995,517 61
General office expenses and supplies,	22,962 48	63,004 07	85,966 55
Agencies, including salaries and rent,	188,609 48	18,038 54	206,698 02
Advertising,	266,822 73	76,938 61	343,761 34
Insurance,	53,415 20	132,595 44	186,010 64
Expense of traffic associations,	12,871 12	48,574 28	61,445 40
Expense of stock yards and elevators,		39,708 52	39,708 52
Rents for tracks, yards, and terminals—24—B,	8,798 62	17,854 68	26,653 30
Rentals not otherwise provided for,	4,110 67	80,013 83	84,124 50
Legal expenses,	31,750 29	54,909 07	86,659 36
Stationery and printing,	218,454 27	429,038 03	647,492 30
Other general expenses,	21,657 24	56,859 10	78,516 34
Taxes,	2,500 13	6,887 70	9,387 83
Total,	\$1,268,289 30	\$1,972,842 96	\$3,241,132 26
Recapitulation of expenses:			
Maintenance of way and structures,	\$3,060,463 63	\$6,174,100 27	\$9,234,563 90
Maintenance of equipment,	2,668,753 51	7,973,704 12	10,642,462 63
Conducting transportation,	7,240,780 53	19,336,134 19	26,576,914 72
General expenses,	1,268,289 30	1,972,842 96	3,241,132 26
Grand total,	\$14,238,291 97	\$35,456,781 54	\$49,695,073 51

Percentage of operating expenses to earnings, 71.30.

RENTALS PAID.

A. RENTS PAID FOR LEASE OF ROAD.

NAME OF ROAD.	Interest on bonds guaranteed.	Dividends on stock guaran- teed.	Cash.	Total.
Harrisburg, Portsmouth, Mt. Joy and Lancaster Railroad,	\$28,000 00	\$32,778 50	\$13,938 54	\$124,717 04
West Chester Railroad,	3,750 00	8,250 00	554 30	12,554 30
Pennsylvania Schuylkill Valley Railroad,			756,465 51	756,465 51
Columbia and Port Deposit Railway,			185,233 77	185,233 77
Hanover and York Railroad,			34,592 69	34,592 69
Mifflin and Centre County Railroad,			34,262 86	34,262 86
Sunbury and Lewistown Railway,			252,394 21	252,394 21
Bedford and Bridgeport Railway,			111,415 09	111,415 09
Lewisburg and Tyrone Railroad,			26,926 07	26,926 07
Bald Eagle Valley Railroad,			266,074 77	266,074 77
Tyrone and Clearfield Railway,	50,000 00	50,000 00	14,166 66	114,166 66
Tipton Railroad,			5,269 78	5,269 78
Cambria and Clearfield Railroad,			41,056 83	41,056 83
Cresson and Clearfield Co. and N. Y. S. Route Railroad,			16,956 99	16,956 99
Western Pennsylvania Railroad,			580,740 28	580,740 28
South West Pennsylvania Railway,			310,811 35	310,811 35
Turtle Creek Valley Railroad,			13,396 14	13,396 14
Pittsburg, Virginia and Charleston Railway,			373,577 01	373,577 01
McKeesport and Bessemer Railroad,			66,306 09	66,306 09
Philadelphia and Erie Railroad,			1,726,610 79	1,726,610 79
Sunbury, Hazleton and Wilkesbarre Railway,			329,114 68	329,114 68
North and West Branch Railway,			388,646 70	388,646 70
Nescopec Railroad,			8,402 77	8,402 77
Susquehanna and Clearfield Railroad,			12,144 79	12,144 79
Ridgway and Clearfield Railroad,			106,188 08	106,188 08
Johnsonburg Railroad,			19,763 97	19,763 97
River Front Railroad,	9,720 00	10,800 00	2,480 00	23,000 00
Trenton Delaware Bridge Company,	24,500 00		3,500 00	28,000 00
Connecting Railway,	59,460 00	76,638 00	9,967 23	146,125 28
Kensington and Tacony Railroad,			20 00	20 00
Perth Amboy and Woodbridge Railroad,			45,973 11	45,973 11
Belvidere Delaware Railroad,			214,988 23	214,988 23
Philadelphia, Germantown and Chestnut Hill Railroad,			96,270 35	96,270 35
Freehold and Jamesburg Agricultural Railroad,			59,428 45	59,428 45
Columbus, Kinkora and Springfield Railroad,			1,456 05	1,456 05
Philadelphia and Trenton Railroad,		49,410 00	9,411 05	58,821 05
United New Jersey Railroad and Canal Company,	1,036,557 20	2,124,040 00	801,565 13	3,962,162 33
Camden and Burlington County Railroad,	21,000 00	22,915 50	500 00	44,415 50
Mt. Holly, Lumberton and Medford Railroad,	5,250 00	5,739 00	200 00	11,189 00
Vincentown Branch,		900 00		900 00
Rocky Hill Railroad and Transportation Company,		1,122 00	100 00	1,222 00
Total rentals—A,	\$1,238,237 20	\$2,432,653 00	\$6,940,880 87	\$10,611,770 57

RENTALS PAID.—Continued.

B. RENTS PAID FOR LEASE OF OTHER PROPERTY.

DESIGNATION OF PROPERTY.	Situation of property leased.	Name of company owning property leased.	Item.	Total.
Tracks,	Washington avenue, Philadelphia.	Philadelphia, Wilmington and Baltimore Railroad.	\$4,800 00	
	Cumberland, Md.	West Virginia, Central and Pittsburg Railroad.	250 00	
	Pittsburg,	Pittsburg, Cincinnati, Chicago and St. Louis Railroad.	3,600 00	
	Port Deposit to Perryville,	Philadelphia, Wilmington and Baltimore Railroad.	10,833 32	
	Falls Creek, Pa.,	Allegheny Valley Railroad, . .	120 00	
	York, Pa.,	Northern Central Railway, . .	250 00	
	Perth Amboy,	Central Railroad of New Jersey,	6,499 98	
Total,				\$26,353 80
Terminals,	Station, Falls Creek, Pa., . .	Allegheny Valley Railway, . .	\$180 00	
	Station, Clermont, Pa., . . .	Western New York and Pennsylvania Railroad.	60 00	
	Turn-table, Clermont, Pa., . .	Western New York and Pennsylvania Railroad.	60 00	
	Philadelphia, Pa.,	Philadelphia, Wilmington and Baltimore Railroad.	10,000 00	
	West Chester, Pa.,	Philadelphia, Wilmington and Baltimore Railroad.	459 00	
	Cumberland, Md.,	West Virginia, Central and Pittsburg Railroad.	1,000 00	
	Corry, Pa.,	New York, Lake Erie and Western Railroad.	300 00	
	Erie, Pa.,	Lake Shore and Michigan Southern Railway.	1,393 34	
	York, Pa.,	Northern Central Railway, . .	120 00	
	Landenbergh, Pa.,	Baltimore and Ohio Railroad, .	120 00	
Total,				13,692 34
Total rentals—B,				\$40,045 64
Grand total rentals paid—A and B,				\$10,651,816 21

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$73,405,427 55	Capital stock,	\$128,744,850 00
Cost of equipment,	37,142,874 94	Pennsylvania Railroad dividend scrip May 31, 1893,	526,058 00
Bonds of other companies owned, . .	33,076,874 14	Funded debt,	82,400,593 05
Stocks of other companies owned, . .	82,586,953 32	Current liabilities,	29,449,265 89
Other permanent investments, . . .	132,208 28	Harrisburg, Portsmouth, Mt. Joy and Lancaster Railroad guaranteed stock and bonds,	1,882,550 00
Girard L. & T. Co., trustee special equipment 4 per cent. equipment trust gold loan,	3,250,174 19	Equipment United New Jersey Railroad and Canal Company,	786,986 37
Harrisburg, Portsmouth, Mt. Joy and Lancaster Railroad Company, as represented by guaranteed stock and bonds,	1,882,550 00	Securities United New Jersey Railroad and Canal Company,	3,283,460 25
Lands owned, included in cost of road,		Fund for purchase of securities guaranteed by Pennsylvania Railroad Company, created October 9, 1878,	4,346,995 33
United New Jersey Railroad and Canal Company equipment,	786,986 37	Sinking fund Pennsylvania Railroad Company consolidated mortgage bonds,	4,665,460 00
United New Jersey Railroad and Canal Company securities,	3,283,460 25	Profit and loss,	26,808,980 00
Managers of trust created October 9, 1878,	4,346,995 33		
Cash and current assets,	33,966,142 20		
Sinking fund,	2,595,480 00		
Sundries,	681,452 82		
Materials and supplies,	5,459,619 50		
Total,	\$282,595,198 89	Total,	\$282,595,198 89

IMPORTANT CHANGES DURING THE YEAR.

Owned lines:

	Miles.
Harrisburg to Pittsburg, account change of line,	Decrease, 0.01
Trenton Cut-off, account re-measurement,	do. 0.03
Port Perry branch,	do. 0.05

Williamsport branch extended,	Increase,	1.40
Lilly branch extended,	do.	1.36
Homer and Cherry Tree branch opened,	do.	0.45
Turtle Creek Valley Railroad purchased and called Turtle Creek Valley branch, 6.37 miles, and extension of 4.51 miles,	do.	10.88
		<hr/>
Net increase (miles),.....		14.00
Operated lines:		
Pennsylvania and Schuylkill Valley Railroad,.....	Extended,	Increase, 9.61
Tyrone and Clearfield Railway,	do.	do. 3.36
Cambria and Clearfield Railroad,	do.	do. 36.58
Western Pennsylvania Railroad,	do.	do. 0.34
McKeesport and Bessemer Railroad,	do.	do. 0.05
United New Jersey Railroad and Canal Company, account re- measurement,	do.	do. 0.11
Philadelphia and Trenton Railroad,	do.	do. 0.62
Kensington and Tacony Railroad,	do.	do. 1.36
New York Bay Railroad,	do.	do. 0.74
Philadelphia, Germantown and Chestnut Hill,	do.	do. 1.16
Engleside Railroad opened,	do.	do. 0.17
Cresson and Clearfield County, and New York Short Route Railroad com- menced operating,	do.	28.69
Hanover and York, by consolidation of Littlestown Railroad,.....	do.	9.30
		<hr/>
		92.09
Pittsburg, Virginia and Charleston Railway, by change of line,	Decrease,	0.04
Turtle Creek Valley Railroad, included in owned lines,	do.	6.37
Littlestown Railroad, consolidated with Hanover and York Railroad,	do.	9.30
		<hr/>
		15.71
		<hr/>
Net increase,		76.38
		<hr/>
Total increase,,.....		90.33
		<hr/>

Agreement made with Cresson and Clearfield County and New Yory Short Route Railroad Company for operation of such road. Rental, net earnings.
 Littlestown Railroad Company merged with Hanover and York Railroad Company.
 \$1,970,800.00 stock issued by conversion of scrip issued for dividend of May, 1893.
 \$3,000,000.00 consolidated mortgage 4 per cent. coupon bonds issued.
 \$2,000,000.00 4 per cent. real estate coupon registered bonds issued.
 \$648,466.66 real estate mortgages created.

CONTRACTS, AGREEMENTS, ETC.

Express business done by Adams Express Company, under contract.
 United States Mail carried under regulations of United States Government.
 Sleeping, parlor and dining cars furnished by Pullman Palace Car Company.
 Agreement with International Navigation Company, dated October 10, 1884 and January 13, 1886.
 Agreement between the Peninsular Railroad Company of Maryland, the Peninsular Railroad Company of Virginia, consolidated as the New York, Philadelphia and Norfolk Railroad Company, the Philadelphia, Wilmington and Baltimore Railroad Company, and the Pennsylvania Railroad Company, dated May 23, 1882. Agreement between the Pennsylvania Railroad Company, the Philadelphia, Wilmington and Baltimore Railroad Company and the New York, Philadelphia and Norfolk Company, dated September 26, 1883.
 Agreement between the West Virginia Central and Pittsburg Railway, Piedmont and Cumberland Railway, and the Pennsylvania Railroad Company, dated May 21, 1886.
 Agreement between the Huntingdon and Broad Top Mountain Railroad Company and Pennsylvania Railroad Company, dated May 21, 1886.
 Agreement between Pennsylvania Railroad Company in Maryland and Pennsylvania Railroad Company, dated May 21, 1886.
 Agreement between the West Virginia Central and Pittsburg Railway, Piedmont and Cumberland Railway, Pennsylvania Railroad in Maryland, Huntingdon and Broad Top Mountain Railroad Company and Pennsylvania Railroad Company, dated May 21, 1886.
 Agreement between Pennsylvania Railroad Company, Martin's Creek Railway of Pennsylvania, Martin's Creek Railway of New Jersey, and the Bangor, Portland Railway Company, dated April 15, 1885.
 Agreement with Western Union Telegraph Company, September 20, 1881.

SECURITY FOR FUNDED DEBT.

General mortgage, executed July 1, 1867, to Wistar Morris and Josiah Bacon, in trust, from Pittsburg to Harrisburg, 248.26 miles; leasehold interest in Harrisburg, Portsmouth, Mt. Joy and Lancaster Railroad, connecting at Harrisburg and extending to Dillerville and Columbia, in

Pennsylvania, 53.90 miles; from last named point to Philadelphia, \$1.15 miles; branches, 130.28 miles. Equipment and property of all kinds, excepting the following which appear fully described in the mortgage:

- 1. The Steubenville extension in the city of Pittsburg.
- 2. Two certain lots or pieces of ground in city of Pittsburg.
- 3. Certain real estate in the Twenty-fourth ward of city of Philadelphia.

Consolidated mortgage, executed July 1, 1873, to Wistar Morris, Josiah Bacon and Edmund Smith, in trust covering same property as described in the general mortgage, with the addition of following items: Leasehold interest in the United Railroad and Canal Company of New Jersey, the Philadelphia and Trenton Railroad Company, the Connecting Railway Company, the Philadelphia and Erie Railroad, the Harsimus Cove property, being real estate situated in Jersey City and Hoboken, N. J. Certain securities covered by this mortgage and charged at a valuation of \$54,417,931.16.

Navy Yard mortgage, covering real estate, situate in Philadelphia, on the River Delaware; mortgage executed, January 1, 1876, to the Fidelity Insurance Trust and Safe Deposit Company, in trust.

Philadelphia, Wilmington and Baltimore Railroad stock, trust certificates issued by the Pennsylvania Company, for insurance on lives and granting annuities, secured by deposit of 170,000 shares of the capital stock of the Philadelphia, Wilmington and Baltimore Railroad Company, at the par value of \$50.00 per share, and by contract of the Pennsylvania Railroad Company, made July 1, 1881.

Collateral Trust Loan, secured by deed of trust dated June 1, 1883, to the Provident Life and Trust Company, in trust with securities deposited with the trustees for the redemption of the loan amounting to the par value of \$13,600,000.00.

Equipment Trust Gold Coupon Bonds, lien upon 6,000 cars purchased with proceeds of sale of bonds and upon other cars that may be purchased under terms of sinking fund. Cars held by the Girard Life Insurance Annuity and Trust Company of Philadelphia, as trustee.

Pennsylvania Railroad Company, first mortgage real estate bonds. Secured by mortgage, May 1, 1893, to the Farmer's Loan and Trust Company, New York, trustee, covering piers 3, 4 and 5, New York city.

EMPLOYEES AND SALARIES.

CLASS	Number.	Total yearly com- pensation.	Average daily com- pensation.
General officers,	249	\$788,618 04	
General office clerks,	1,929	1,682,501 40	\$2 43
Station agents,	850	546,040 00	1 76
Other station men,	6,840	3,996,778 33	1 72
Enginemen,	2,047	2,410,724 62	3 77
Firemen,	2,132	1,323,940 25	1 90
Conductors,	1,600	1,641,018 11	3 28
Other trainmen,	5,771	3,352,449 68	1 86
Machinists,	2,771	2,305,001 07	2 67
Carpenters,	3,267	2,211,974 77	2 17
Other shopmen,	5,407	3,036,421 96	1 76
Section foremen,	645	402,492 00	1 71
Other trackmen,	9,270	3,886,826 94	1 25
Switchmen, flagmen and watchmen,	2,550	1,309,005 36	1 64
Telegraph operators and dispatchers,	1,681	1,143,940 52	2 18
Employees—account floating equipment,	602	439,292 42	2 34
All other employees and laborers,	7,000	3,219,585 51	1 47
Total, including general officers,	54,611	\$33,696,420 48	\$1 91
Less general officers,	249	788,618 04	8 68
Total, excluding general officers,	54,362	\$32,907,802 44	\$1 87
Distribution of above (estimated):			
General administration,	2,303	\$2,565,951 23	\$3 09
Maintenance of way and structures,	13,087	5,900,566 34	1 36
Maintenance of equipment,	14,220	8,685,500 14	1 95
Conducting transportation,	25,001	16,544,402 77	2 06
Total,	54,611	\$33,696,420 48	\$1 91
Employees in Pennsylvania:			
Total number of employees in Pennsylvania: Impossible to de- termine, as employees are not confined to one state.			

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for ton- nage, number passengers, num- ber trains, mile- age, number cars.	COLUMN FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue.	47,280,651			
Number of passengers carried one mile.	853,451,912			
Average distance carried.	18.05 miles.			
Total passenger revenue.		\$16,800,026	97	
Average amount received from each passenger.			35	533
Average receipts per passenger per mile.			1	968
Estimated cost of carrying each passenger one mile.			1	592
Passenger earnings per mile of road.		7.372	48	
Passenger earnings per train mile.		1	21	904
Freight traffic:				
Number of tons carried of freight earning revenue.	56,838,300			
Number of tons carried one mile.	7,832,620,615			
Average distance haul of one ton.	139			
Total freight revenue.		48,599,098	4	
Average amount received for each ton of freight.			86	263
Average receipts per ton per mile.				620
Estimated cost of carrying one ton one mile.				453
Freight earnings per mile of road.		18.388	52	
Freight earnings per train mile.		2	1	333
Passenger and freight:				
Passenger and freight revenue.		66,062,258	23	
Passenger and freight revenue per mile of road.		25.001	23	
Expense per mile of road.		18.807	8	
Total earnings per mile of road, including mails, ex- press, etc.,		26.376	84	
Number of passenger trains.	435,809			
Number of freight trains.	557,064			
Number of mixed trains.	24,068			
Train mileage:				
Miles run by passenger trains.	15,980,468			
Miles run by freight trains.	24,138,631			
Total mileage of trains earning revenue.	40,119,149			
Miles run by switching trains.	12,642,674			
Miles run by construction and other trains.	1,538,377			
Grand total train mileage.	54,300,200			
Average number of freight cars in train.	29,069			
Average number of loaded cars in train.	18,732			
Average number of empty cars in train.	10,337			
Average number of tons of freight in train.	324,494			
Average number of tons of freight in each loaded car.	17,323			

ITEM.	P. R. R. Div.	U. R. R. of N. J. Division.	P. & E. R. R. Div.
Average speed adopted by ordinary passenger trains (miles per hour).	38	30	25
Average speed adopted by ordinary express trains (miles per hour).	38	40	
Average speed adopted by ordinary freight trains (miles per hour).	15	18	12

FREIGHT TRAFFIC MOVEMENT.

COMMODITY.	Freight originating on this road.	Freight received from connecting roads and other carriers.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
Products of agriculture:	<i>Whole tons.</i>	<i>Whole tons.</i>		
Grain,	127,684	1,244,981	1,372,665	2.44
Flour,	134,951	557,141	692,092	1.23
Other mill products,	76,626	248,769	325,395	0.58
Hay,	63,182	189,838	253,020	0.45
Tobacco,	24,710	27,361	52,071	0.09
Cotton,	4,791	80,209	85,000	0.15
Fruit and vegetables,	117,171	296,804	413,975	0.73
Other articles,	84,154	165,466	249,620	0.44
Products of animals:				
Live stock,	130,254	325,110	455,364	0.81
Dressed meats,	13,241	141,010	154,251	0.27
Other packing-house products,	13,121	101,409	114,530	0.20
Poultry, game and fish,	17,010	36,610	53,620	0.09
Wool,	7,918	17,301	25,219	0.04
Hides and leather,	66,898	81,157	151,055	0.27
Other articles,	331,288	179,654	510,942	0.91
Products of mines:				
Anthracite coal,	2,270,249	6,580,614	8,850,863	15.71
Bituminous coal,	10,847,953	6,080,018	16,927,971	30.05
Coke,	5,119,121	473,504	5,592,625	9.93
Ores,	194,256	1,722,308	1,916,564	3.49
Stone, sand and other like articles,	2,618,226	449,588	3,067,814	5.41
Other articles,	83,387	98,101	181,488	0.32
Products of forest:				
Lumber,	1,068,569	1,516,871	2,585,440	4.59
Other articles,	323,849	128,575	454,424	0.81
Manufactures:				
Petroleum and other oils,	203,798	531,295	740,093	1.31
Sugar,	239,946	56,576	296,522	0.53
Naval stores,	1,619	4,136	5,755	0.01
Iron, pig and bloom,	1,382,941	969,992	2,352,933	4.18
Iron and steel rails,	323,830	87,860	411,690	0.73
Other castings and machinery,	1,079,092	569,184	1,648,276	2.93
Bar and sheet metal,	331,106	369,458	700,564	1.24
Cement, brick and lime,	671,368	399,550	1,070,918	1.91
Agricultural implements,	5,101	16,400	21,501	0.04
Wagons, carriages, tools, etc.,	10,668	13,325	23,993	0.04
Wines, liquors and beers,	129,609	58,300	187,909	0.33
Household goods and furniture,	84,999	36,694	121,693	0.13
Other articles,	1,674,361	1,916,757	3,591,118	6.37
Merchandise,	65,428	163,172	228,600	0.41
Miscellaneous: Other commodities not mentioned above,	306,252	194,445	500,697	0.89
Total tonnage,	30,200,727	26,137,573	56,338,300	100.00

DESCRIPTION OF EQUIPMENT.

ITEM.	Number added during year.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		CARS FITTED WITH AUTOMATIC COUPLER.	
			Number	Kind.	Number	Kind.
Locomotives:						
Passenger.	41	469	469	Westinghouse.	465	Janney.
Freight.	88	1,113	1,113	do.	10	do.
Switching.	20	212	212	do.	46	do.
Total.	149	1,794	1,794		521	do.
Cars in passenger service:						
First-class passenger cars.	47	1,021	1,021	Westinghouse.	1,021	do.
Second-class passenger cars.		65	65	do.	65	do.
Combination passenger cars.	21	204	204	do.	204	do.
Emigrant cars.		59	59	do.	59	do.
Dining cars.		8	8	do.	8	do.
Parlor cars.		*12	12	do.	12	do.
Baggage, express and postal cars.	43	314	314	do.	314	do.
Other cars in passenger service.		2	2	do.	2	do.
Total.	111	1,685	1,685		1,685	do.
Cars in freight service:						
Box cars.	163	9,580	4,788	Westinghouse.	4,910	do.
Flat cars.	4	17	12	do.	4	do.
Stock cars.		2,929	1,503	do.	1,559	do.
Coal cars.	†3,163	†22,245	1,317	do.	3,283	do.
Tank cars.		1,091		do.		do.
Refrigerator cars.		52	17	do.	17	do.
Total.	3,335	35,914	7,637		9,793	do.
Cars in company's service:						
Gravel cars.	2	1,122	599	Westinghouse.		
Derrick cars.	3	70	11	do.		
Caboose cars.	47	812	2	do.	2	do.
Other road cars.	66	1,780	45	do.	11	do.
Total.	118	3,784	657		13	do.
Cars contributed to fast freight line service:						
100 Southern Fast Freight box cars, 3,389 Empire Line.		3,489	1,017	Westinghouse.	1,024	do.
Refrigerator cars, 150 Union Line.		150	150	do.	150	do.
Rack cars, 17 Empire Line.		17		do.		
Total owned.	3,564	45,039	11,146		12,645	do.
Cars leased:						
Box cars.	756	\$6,907	6,041	Westinghouse.	6,041	do.
Coal cars.	1,761	14,387	3,119	do.	3,930	do.
Refrigerator cars.		550	156	do.	156	do.
Grand total.	3,535	66,883	20,462		22,772	do.

* 3 parlor cars sold to West Jersey railroad, and Nos. dropped from classification.

† 2,500 coal cars purchased from "cars leased" and added to "cars owned."

‡ 43 coal cars dropped from classification.

§ 600 cars in Empire Line fast freight service, and 2,500 cars in Union Line fast freight service.

50 cars in Empire Line fast freight service, and 500 cars in Union Line fast freight service.

MILEAGE.

MILEAGE OF ROAD BY COMPANY MAKING OPERATING REPORT.

LINE IN USE.	Main line owned.	Branch line owned.	Line operated under lease, or otherwise.	Total mileage operated.	Total mileage operated in Penna.	New line constructed during year.	RAILS.		AVERAGE WEIGHT OF RAIL PER YARD.	
							Iron.	Steel.	Iron.	Steel.
Miles of single track,	329.68	194.03	2,117.89	*2,641.36	2,194.08	90.38	123.13	2,518.23		
Miles of second track,	329.68	63.13	369.97	762.78	663.23	57.72	0.18	762.60		
Miles of third track,	205.57	4.22	109.92	320.71	265.14	28.81		320.71		
Miles of fourth track,	103.06		93.53	202.59	147.26	29.72		202.59		
Miles of yard track, sidings and spurs,	434.30	129.64	1,034.47	1,598.41	1,552.87	61.42	292.97	1,305.44	40 to 60 lbs.	70 to 100 lbs.
Total mileage operated (all tracks).	1,403.29	391.02	3,731.78	5,525.85	4,322.58	268.05	416.28	5,103.57		

* Hudson River Ferries not included here.

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
KIND.	Tons.	Weight per yard.	Average price per ton at distributing point.	KIND.	Number	Average price at distributing point.
		<i>Pounds.</i>				<i>Cents.</i>
Steel,	1,000	100	\$30.00	White oak, No. 1,	28,975	60
Do.	34	83	45.00	do. do.	69,471	70
Do.	115.20	85	31.00	do. do.	585	65
Do.	1,658	85	30.30	do. do.	3,690	50
Do.	2,519.37	85	30.00	do. do.	59,358	55
Do.	1,863	85	29.10	White oak, No. 2,	19,979	40
Do.	549	85	37.50	do. do.	5,601	30
Do.	30.79	70	31.00	do. do.	79,872	50
Do.	21.50	70	30.30	do. do.	31,072	35
Total steel,	7,790.86	70 to 100	\$29.00 to \$45.00	Total,	298,603	50 to 70

ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	EMPLOYES.							
	TRAINMEN.		SWITCHMEN, FLAGMEN AND WATCHMEN.		OTHER EMPLOYES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling,	19	1,211	1	2	25	21	1,237	
Falling from trains and engines,	25	159	1	3	11	28	171	
Overhead obstructions,	6	45				6	45	
Collisions,	28	221		4	18	32	239	
Derailements,	4	27	1		5	5	32	
Other train accidents,	15	169		4	15	17	186	
At highway crossings,			1	2	2	1	4	
At stations,		23			141		163	
Other causes,	59	745	10	28	62	111	1,405	
Total,	135	2,599	12	36	73	847	221	3,432

KIND OF ACCIDENT.	OTHERS.							
	PASSENGERS.		TRESPASSERS		NOT TRESPASSING.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions,	1	94	1	2		15	1	17
Derailements,		6	2	2			2	2
Other train accidents,	3	27	3	7		5	3	12
At highway crossings,			3	5	43	65	46	70
At stations,	6	195	1	4	2	5	3	9
Other causes,	13	82	301	323	26	30	327	353
Total,	23	404	311	343	71	120	382	463

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENN- SYLVANIA.
Bridges:		
Number stone,	199	199
Number iron,	169	169
Number wooden,	38	38
Trestles:		
Number,	26	26
Aggregate length (feet),	2,675	2,675
Tunnels:		
Number,	9	9
Maximum length (feet),	3,593	3,593
Minimum length (feet),	178	178
Aggregate length of all tunnels (feet),	9,134	9,134
Telegraph:		
Miles of line owned by this company,	493.42	493.42
Miles of wire owned by this company,	4,038.10	4,038.10
Miles of line operated by this company,	493.42	493.42
Miles of wire operated by this company,	4,038.10	4,038.13
Gauge of track,		
		4 ft. 9 in.

PENNSYLVANIA COMPANY.

Date of organization: April 1, 1871.
By what authority incorporated: Chartered by the State of Pennsylvania, April 7, 1870. and amendments thereto, dated February 18, 1871 and April 10, 1873.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRA- TION OF TERM.
George B. Roberts,	Philadelphia, Pa.,	June 5, 1894.
James McCrea,	Pittsburg, Pa.,	do.
J. T. Brooks,	Pittsburg, Pa.,	do.
Thomas D. Messler,	Pittsburg, Pa.,	do.
John E. Davidson,	Pittsburg, Pa.,	do.
Henry H. Houston,	Philadelphia, Pa.,	do.
Frank Thomson,	Philadelphia, Pa.,	do.
Henry D. Welsh,	Philadelphia, Pa.,	do.
Charles E. Pugh,	Philadelphia, Pa.,	do.
John P. Green,	Philadelphia, Pa.,	do.
Wm. H. Barnes,	Philadelphia, Pa.,	do.
Amos R. Little,	Philadelphia, Pa.,	do.
N. P. Shortridge,	Philadelphia, Pa.,	do.

Date of last meeting of stockholders for election of directors: June 6, 1893.
Postoffice address of general office: Penn avenue and Tenth street, Pittsburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	George B. Roberts,	Philadelphia, Pa.
First Vice President,	James McCrea,	Pittsburg, Pa.
Second Vice President,	J. T. Brooks,	Pittsburg, Pa.
Third Vice President,	Thomas D. Messler,	Pittsburg, Pa.
Fourth Vice President,	John E. Davidson,	Pittsburg, Pa.
Secretary,	S. B. Liggett,	Pittsburg, Pa.
Treasurer,	T. H. B. McKnight,	Pittsburg, Pa.
Assistant to First Vice President,	E. B. Wall,	Chicago, Ill.
Assistant Treasurer,	J. P. Henderson,	Pittsburg, Pa.
Consulting Engineer,	Felician Slataper,	Pittsburg, Pa.
Chief Engineer,	Thomas Rodd,	Pittsburg, Pa.
General Counsel,	J. J. Brooks,	Pittsburg, Pa.
Comptroller,	John W. Renner,	Pittsburg, Pa.
Assistant Comptroller,	Albert McElevey,	Pittsburg, Pa.
Auditor of {	Freight Receipts,	John M. Lyon,
	Passenger Receipts,	J. P. Farley,
	Disbursements,	James Instan,
General Manager,	Joseph Wood,	Pittsburg, Pa.

PROPERTY OPERATED.*

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Pittsburg, Fort Wayne and Chicago railway.	Pittsburg, Pa.,	Chicago, Ill.,	468.32	48.
Cummings branch,	South Chicago, Ill., . .	Cummings, Ill.,	1.57	
Massillon and Cleveland railroad, .	Massillon, O.,	Chippewa, O.,	12.23	
New Castle and Beaver Valley railroad.	Homewood, Pa.,	New Castle, Pa.,	14.98	14.
Erie and Pittsburg railroad,	New Castle, Pa.,	Girard Junction, Pa., .	81.00	81.
Dock branch at Erie, Pa.,	Junc't. with main line, .	State street,	3.47	3.
Pittsburg, Youngstown and Ash railroad.	Kenwood, Pa.,	Ashtabula Harbor, O.,	99.00	27.
Canfield branch,	Junction near Haselton, O.,	Youngstown Tube Works, O.,	1.29	
Alliance branch,	Niles, O.,	Alliance Junction, O.,	24.90	
Cleveland and Pittsburg railroad, .	Rochester, Pa.,	Cleveland, O.,	123.80	14.
River division,	Yellow Creek, O.,	Bellaire, O.,	43.44	
Tuscarawas branch,	Bayard, O.,	New Philadelphia, O.,	31.10	
Pittsburg, Ohio Valley and Cincinnati railroad.	Bellaire, O.,	Powhatan, O.,	15.27	
Toledo, Walhonding Valley and Ohio railroad.	Coshocton, O.,	West Loudonville, O.,	45.40	
South Chicago and Southern railroad.	Toledo Junction, O., . .	Toledo, O.,	79.98	
Hammond branch,	Colehour Junc., Ill., . .	P., C. C. and St. L. Ry. Junc., Ill.,	9.32	
State Line and Indiana City railway.	Hegewisch,	Indiana State Line, . .	.93	
Indianapolis and Vincennes railroad.	Illinois State line, . .	East Chicago, Ind., . .	6.53	
Bushrod branch,	Indianapolis, Ind., . .	Vincennes, Ind., . . .	116.92	
Gosport branch,	Bushrod, Ind.,	Duggersville, Ind., . .	11.88	
Union railway,	Gosport, Ind.,	Stinesville, Ind., . . .	4.31	
Lake Shore and Michigan Southern railway.	Indianapolis, Ind., . .	Stinesville, Ind., . . .	.12	
	Girard Junction, Pa., .	Erie, Pa.,	16.74	16.
Total mileage operated,			1,212.55	207.

*This company has filed with the Secretary of Internal Affairs separate operating reports for each road operated by it in the State of Pennsylvania.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of real estate,	\$1,836,728 85	Capital stock,	\$21,000,000
Cost of equipment,	5,372,159 18	Funded debt,	25,926,055
Bonds of other companies owned, .	9,213,849 70	Current liabilities,	5,579,100
Stocks of other companies owned, .	22,257,739 58	Accrued principal on car trust equipment not yet payable.	243,196
Other permanent investments, . . .	2,882,348 36	Accrued interest on funded debt not yet payable.	45,159
Betterments to leased roads,	3,901,131 45	Due lessor companies for supplies,	\$31,831
Car trust equipment,	2,726,055 00	Profit and loss,	4,827,065
Cash and current assets,	7,182,280 61		
Other assets:			
Sinking fund,	2,665,000 00		
Sundries,	433,115 53		
Total,	\$58,450,408 26	Total,	\$58,450,408

IMPORTANT CHANGES DURING THE YEAR.

This company has operated the Pittsburg, Ohio Valley and Cincinnati Railroad since date of its opening, December 1, 1892, under a temporary arrangement.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this company for the payment of its funded debt? Sinking fund, 4 1-2 per cent. first mortgage bonds. The contributions to this fund are 1 per cent. per annum on outstanding bonds, and interest on such bonds as shall have been before purchased with same fund.

Sinking fund, 6 per cent. registered bonds. The contribution to this fund is the remainder of \$230,000.00 (being dividends of 7 per cent. on \$4,000,000.00 P. F. W. and C. Ry. Co., betterment stock), after paying the quarterly interest on outstanding bonds.

PENNSYLVANIA AND NEW YORK CANAL AND RAILROAD
COMPANY.

Date of organization: May 15, 1858: Name changed March 20, 1865.
By what authority incorporated: Laws of Pennsylvania April 21, 1858, April 12, 1859, March 29, 1860, March 20, 1865, May 1, 1861, April 10, 1863, April 11, 1866, April 6, 1869, April 2, 1870, May 0, 1870, June 28, 1871, April 2, 1872.
Operated by Philadelphia and Reading Railroad Company, lessee of Lehigh Valley Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Charles Hartshorne,	Philadelphia, Pa.,	Second Monday of January, 1891.
Robert H. Sayre,	South Bethlehem, Pa.,	do. do.
John B. Garrett,	Philadelphia, Pa.,	do. do.
William H. Sayre,	South Bethlehem, Pa.,	do. do.
Robert Loekhart,	South Bethlehem, Pa.,	do. do.
James I. Blakslee,	Mauch Chunk, P.,	do. do.
William Stevenson,	Sayre, Pa.,	do. do.
Robert A. Lanherton,	South Bethlehem, Pa.,	do. do.
Albert Lewis,	Bear Creek, Pa.,	do. do.
Warren A. Wilbur,	South Bethlehem, Pa.,	do. do.
George H. Myers,	South Bethlehem, Pa.,	do. do.
John Fritz,	South Bethlehem, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: January 9, 1893.
Postoffice address of general office: Philadelphia, Pa.
Postoffice address of operating company: Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Elisha P. Wilbur,	South Bethlehem, Pa.
Vice President,	Charles Hartshorne,	Philadelphia, Pa.
Second Vice President,	Robert H. Sayre,	South Bethlehem, Pa.
Third Vice President,	John B. Garrett,	Philadelphia, Pa.
Secretary,	John R. Fanshawe,	Philadelphia, Pa.
Treasurer,	William C. Alderson,	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Pennsylvania and New York Canal and railroad.	Wilkes-Barre.	State Line, .	Philadelphia and Reading Railroad Company lessee of Lehigh Valley Railroad Company.	96.60	96.60
Sundry branches,	Various, . .	Various, . .	Philadelphia and Reading Railroad Company lessee of Lehigh Valley Railroad Company.	28.87	28.87
Total mileage,				125.47	125.47

Road is operated by the Philadelphia and Reading Railroad Company, under terms of lease existing between the Lehigh Valley Railroad Company and the Philadelphia and Reading Railroad Company, dated February 11, 1892, for a term of 999 years. The Reading Company agreeing to pay for maintenance of way, etc., interest on bonds, all taxes and all other necessary expenses.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road and equipment,	\$8,141,700 20	Capital stock,	\$1,061,700 00
Lands owned,	130,668 75	Funded debt,	10,000,000 00
Profit and loss,	2,887,960 25	Current liabilities,	98,629 25
Total,	\$11,160,329 20	Total,	\$11,160,329 25

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF OF ROAD.	IN PENNSYL- VANIA.
Bridges:		
Number stone,	202	202
Number iron,	47	47
Number wooden,	3	3
Number combination,	1	1
Trestles:		
Number:	2	2
Aggregate length (feet),	582	582
Tunnels:		
Number,	1	1
Maximum length (feet),	3,902	3,902
Minimum length (feet),	3,902	3,902
Aggregate length of all tunnels (feet),	3,902	3,902
Telegraph:		
Miles of line owned by this company,	147	147
Miles of wire owned by this company,	540	540
Gauge of track,	4 ft. 8 1-2 in.	

QUESTIONS FOR GENERAL INFORMATION.

Name all the companies, commonly called fast freight lines, of which this road is a member or which operate over the line of this road: Traders' Despatch, Lehigh and Wabash Despatch Commercial Express.

PENNSYLVANIA, POUGHKEEPSIE AND BOSTON
RAILROAD.

Date of organization: September 7, 1887.

By what authority incorporated: State of New Jersey, General Railroad Incorporation Acts; State of Pennsylvania, Act for the formation and regulation of railroad corporations, April 4, 1868 and supplements.

If a consolidated company, name the constituent companies: The South Mountain and Boston Railroad Company, incorporated in New Jersey, March 13, 1873, name changed to Pennsylvania and New England Railroad Company. The present company is successor to the Pennsylvania, Slatington and New England Railroad Company, which was organized June 20, 1882, by consolidation of the Pennsylvania and New England Railroad Company, and the Delaware and Slatington Railroad Company, incorporated September 9, 1882, under Pennsylvania Acts of April 4, 1868. The property was sold under foreclosure, April 20, 1887, and purchased by the present company. December 20, 1890, the State Valley Railroad was merged with the Pennsylvania Poughkeesie and Boston Railroad.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRA- TION OF TERM.
Jos. F. Sinnott,	Philadelphia, Pa.,	September 4, 1893.
Wm. B. Scott,	do.	do.
Wm. W. Gibbs,	do.	do.
Alfred N. Chandler,	do.	do.
Henry H. Kingston,	do.	do.
Randall Morgan,	do.	do.
Wm. T. Carter,	do.	do.

Date of last meeting of stockholders for election of directors: September 5, 1892.

Postoffice address of general office: 411 Walnut street, Philadelphia.

Postoffice address of operating company: Reading Terminal Building, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
Receiver,	Henry H. Kingston,	Pbiladelphia, Pa.
President,	Wm. W. Gibbs,	do.
Secretary,	Morris R. Bockins,	do.
Treasurer,	Joseph R. Sagee,	do.
Auditor	E. J. Fallou,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Pennsylvania, Poughkeepsie and Boston.	Slatington, Pa., . . .	Bender's Junction, Pa.	14.28	14.28
	Pen Argyl, Pa., . . .	Hainesburg Junction, N. J.	12.27	9.76
	Swartwood Junction, N. J.	Liberty Corner, N. Y.,	21.22	.....
	Hower's brauch, Pa.,	Howerton, Pa., . . .	.80	.80
Campbell Hall Connecting railway, Lehigh and Lackawanna railroad, .	Liberty Corner, N. Y.,	Pine Island, N. Y., .	3.78	.....
	Bender's Junction, Pa.	Pen Argyl, Pa., . . .	8.18	8.18
New York, Susquehanna and Western railroad.	Hainesburg Junction, N. J.	Swartwood Junction, N. J.	18.47	.....
New York, Lake Erie and Western railroad.	Pine Island, N. Y., .	Campbell Hall, N. Y.,	16.84	.....
Total, . . . . .	.....	.....	95.84	33.02

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$3,850,452 26	Capital stock,	\$2,000,000 00
Cost of equipment,	506,910 00	Funded debt,	2,326,685 33
Bonds of other companies owned, .	247,264 00	Current liabilities,	1,263,962 81
Stocks of other companies owned, .	1 00		
Cash and current assets,	21,532 36		
Profit and loss,	963,888 62		
Total,	\$5,590,048 14	Total,	\$5,590,048 14

CONTRACTS, AGREEMENTS, ETC.

Agreement made with the Lehigh and Lackawanna Railroad, December 11, 1889, for ninety-nine years. Trackage between Benders and Portland, Pa. Consideration 42 1-2 per cent. of gross receipts.

Agreement made with the New York, Susquehanna and Western Railroad Company, April 15, 1890, for ten years. Trackage between Hainesburg and Swartwood, New Jersey. Consideration per train mile basis.

Agreement made with the New York, Lake Erie and Western Railroad, August 22, 1889, for ten years. Trackage from Pine Island to Campbell Hall, New York. Consideration, wheelage basis.

Western Union Telegraph Company leases wires to Pennsylvania, Poughkeepsie and Boston Railroad for twenty-five years, from July 31, 1889, for railroad use.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	14	10
Trestles:		
Number,	63	1
Aggregate length (feet),	2,293	10
Telegraphs:		
Miles of line operated by Western Union Telegraph Company,	51.50	24.04
Miles of wire operated by Western Union Telegraph Company,	51.50	24.04
Gauge of track,	4 ft. 8 1-2 in.	

PENNSYLVANIA SCHUYLKILL VALLEY RAILROAD COMPANY.

Date of organization: June 1, 1883.
By what authority incorporated: General Law, April 4, 1868.
If a consolidated company, name the constituent companies: Philadelphia, Norristown and Phoenixville Railroad Company, Phoenixville, Pottstown and Reading Railroad Company, Phoenixville and West Chester Railroad Company, were consolidated June 1, 1883, forming the Pennsylvania Schuylkill Valley Railroad Company.
The Reading and Pottsville Railroad Company was merged into the Pennsylvania Schuylkill Valley Railroad Company, October 29, 1885, under agreement dated October 7, 1885.
The Pottsville and Mahanoy Railroad Company was merged into the Pennsylvania Schuylkill Valley Railroad Company, November 29, 1886, under agreement dated November 8, 1886.
The Girardville Railroad Company was merged into the Pennsylvania Schuylkill Valley Railroad Company, June 1, 1893, under agreement dated April 12, 1893.
All of these companies were organized under General Law of April 4, 1868.
Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Barnes,	Philadelphia,	May 8, 1894.
J. C. Bright,	Philadelphia,	do.
B. B. Comegys,	Philadelphia,	do.
H. H. Houston,	Philadelphia,	do.
Amos R. Little,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
Henry Eppheimer,	Reading, Pa.,	do.
Samuel Rea,	Bryn Mawr, Pa.,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.
Heher S. Thompson,	Pottsville, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 9, 1893.
Postoffice address of general office: 233 South Fourth street, Philadelphia.
Postoffice address of operating company: 233 South Fourth street Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John P. Green,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Pennsylvania Schuylkill Valley railroad,	Philadelphia,	New Boston,	Pennsylvania Railroad Co.,	101.50	101.50
Branches,				28.50	28.50
				129.80	129.80

Leased to the Pennsylvania Railroad Company, for fifty years, from December 1, 1885. Rental, net earnings.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$14,188,024 08	Capital stock,	\$7,117,450 00
Stocks of other companies owned,	124 16	Funded debt,	7,000 600 00
Cash and current assets,	345,151 86	Current liabilities,	388,907 41
		Mortgages and ground rents payable,	716 67
		Profit and loss,	26,226 02
Total,	\$14,533,300 10	Total,	\$14,533,300 10

IMPORTANT CHANGES DURING THE YEAR.

Consolidation of Girardville Railroad Company.
Five hundred shares capital stock issued, \$25,000.00.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	61	61
Number iron,	87	87
Number wooden,	14	14
Trestles:		
Number,	36	36
Aggregate length (feet),	12,410	12,410
Tunnels:		
Number,	2	2
Maximum length (feet),	815	815
Minimum length (feet),	748	748
Aggregate length of all tunnels (feet),	1,563	1,563
Telegraph:		
Miles of line owned by this company,	15.80	15.80
Miles of wire owned by this company,	35	35
Miles of line operated by Pennsylvania Railroad Company, lessee,	15.80	15.80
Miles of wire operated by Pennsylvania Railroad Company, lessee,	35	35
Gauge of track,	4 ft. 9 in.	

PENNSYLVANIA AND NORTHWESTERN RAILROAD COMPANY.

Date of organization: By merger approved by stockholders, December 27, 1889, to take effect January 1, 1890.

By what authority incorporated: General Railroad Laws, as follows: P. L. 1861, p. 702 to 704, approved May 16, 1861; P. L. 1869, p. 24 to 25, approved April 10, 1869; P. L. 1889, p. 205, approved May 13, 1889.

If a consolidated company, name the constituent companies: Bells Gap Railroad Company, Act approved May 11, 1871, P. L. 1871, p. 737. Supplement, Act May 17, 1871, P. L. 1871, p. 886; Act March 29, 1872, P. L. 1872, p. 700.

The Clearfield and Jefferson Railway Company, articles of association filed in the office of the Secretary of the Commonwealth of Pennsylvania, on February 27, 1885.

Date of consolidation December 27, 1889, to take effect January 1, 1890.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Edward J. Berwind,	Philadelphia,	February 16, 1894.
H. A. Berwind,	do,	do.
John H. Converse,	do.	do.
Aaron Fries,	do.	do.
Stephen Greene,	do.	do.
Samuel G. Lewis,	do.	do.
John Reilly,	do.	do.

Date of last meeting of stockholders for election of directors: February 15, 1893.
Postoffice address of general office: Room 257 Bullitt Building, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Edward J. Berwind,	Philadelphia.
Vice President,	Aaron Fries,	Philadelphia.
Secretary,	Frank S. Lewis,	Philadelphia.
Treasurer,	C. F. Moore,	Bellwood, Pa.
Engineer (Maintenance of Way),	George W. Biddle,	Philadelphia.
Counsel,	C. K. Elder,	Bellwood, Pa.
Auditor,	Frank S. Lewis,	Philadelphia.
General Manager,		

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road in Pennsylvania.
	From—	To—	
Pennsylvania and Northwestern railroad.	Bellwood, Blair county, Pa.	A point 3,165 feet west of Horatio, Jefferson county, Pa.	61.43
Stroud branch,	Near Hommer's station, Cambria county, Pa.	Coal mines of Max Frick,	1.45
South Witmer branch,	Irvona, Clearfield county, Pa.	Coal mines Nos. 1 and 2, Philadelphia Coal and Coke Company.	2.56
Elk Run branch,	Punxsutawney, Jefferson county, Pa.	West Eureka mines Nos. 10, 11 and 12, Berwind White Coal Mining Company.	6.04
Mahoning branch,	End main track,	Fordham, Jefferson county, Pa.	3.23
Total mileage operated,			74.76

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$4,096,159 56	Capital stock,	\$2,000,000 00
Cost of equipment,	235,204 10	Funded debt,	1,989,000 00
Sundries,	1,137 20	Current liabilities,	58,949 15
		Sundries,	211,403 19
		Profit and loss,	125,123 52
Total,	\$4,332,480 86	Total,	\$4,332,480 86

IMPORTANT CHANGES DURING THE YEAR.

Mahoning branch extended from West Eureka Mine No. 4, to Fordham, Jefferson county, Penn'a.

Elk Run branch extended from West Eureka Mine No. 10, to West Eureka Mine No. 11, 0.52 miles; and from West Eureka Mine No. 10, to West Eureka Mine No. 12, 1.00 mile.

Main line between Bellwood and Lloydsville, 7.04 miles was rebuilt and straightened with a shortening of distance and improvement of alignment and gradients. This part of road was also second tracked.

CHARACTERISTICS OF ROAD.

Bridges:	
Number stone,	16
Number iron,	6
Trestles:	
Number,	2
Aggregate length (feet),	1,354
Telegraph:	
Miles of line owned by this company,	60.74
Miles of wire owned by this company,	121.48
Gauge of track,	4 ft. 9 in.

PENN GAS COAL COMPANY'S YOUGHIOGHENY RAILROAD.

By what authority incorporated: The Act of Assembly incorporating the Penn Gas Coal Company, approved March 4, 1861, and its several supplements.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
F. A. Dingee,	Philadelphia, Pa.,	February 5, 1894.
H. A. Stiles,	Philadelphia, Pa.,	do.
Chas. Hacker,	Philadelphia, Pa.,	do.
A. G. Richey,	Trenton, N. J.,	do.
D. Herbert Hostetter,	Pittsburg, Pa.,	do.

Date of last meeting of stockholders for election of directors: February 6, 1893.
Postoffice address of general office: 209 South Third street, Philadelphia, Pa.
Postoffice address of operating company: Penn Gas Coal Company, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	F. A. Dingee,	Philadelphia, Pa.
Vice President,	H. A. Stiles,	do.
Secretary,	A. K. Gregory,	do.
Treasurer,		

PROPERTY OPERATED.

NAMES.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Youghiogheny,	Irwin,	Sewickley,	10	10

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	6	6
Tunnels:		
Maximum length,	640	640
Telegraph:		
Miles of line owned by this company,	10	
Miles of wire owned by this company,	10	
Miles of line operated by this company,	10	
Miles of wire operated by this company,	10	
Gauge of track,		4 ft. 9 in.

PEOPLE'S RAILWAY COMPANY.

Date of organization: May 24, 1865.

By what authority incorporated: Special Act, April 4, 1865, April 28, 1871, February 10, 1872, March 14, 1873.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thomas A. Reilly,	Pottsville, Pa.,	November 7, 1893.
William D. Baber,	do.	do.
Frank Carter,	do.	do.
R. C. Luther,	do.	do.
C. E. Henderson,	do.	do.

Date of last meeting of stockholders for election of directors: November 1, 1892.

Postoffice address of general office: 221 South Centre street, Pottsville, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Thomas A. Reilly,	Pottsville, Pa.
Secretary and Treasurer,	William D. Pollard,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
People's Railway,	Pottsville,	Minersville,	4.61	4.61

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	\$93,001 34	Capital stock.	\$100,000 00
Cost of equipment.	27,287 29	Funded debt.	36,000 00
Other permanent investments.	1,122 07	Current liabilities.	1,456 82
Cash and current assets.	28,447 27	Profit and loss.	17,404 15
Total.	\$154,860 97	Total.	\$154,860 97

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges :		
Number wooden.	3	3
Gauge of track.	4 ft. 8 1-2 in.	

PERKIOMEN RAILROAD COMPANY.

Date of organization: March 23, 1865.

By what authority incorporated: Laws of State of Pennsylvania. Under Act of March 23, 1865.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
F. G. Stinson.	Norristown, Pa.,	Second Monday in January, 1894.
John Slingluff.	Norristown, Pa.,	do. do.
J. P. Hale Jenkins.	Norristown, Pa.,	do. do.
Thomas B. Hillegas.	Red Hill, Pa.,	do. do.
Noah D. Frank.	Red Hill, Pa.,	do. do.
Charles T. Waage.	Pennsburg, Pa.,	do. do.
Jonathan P. Hillegas.	Pennsburg, Pa.,	do. do.
D. K. Graher.	Pennsburg, Pa.,	do. do.
D. M. Casselbury.	Lower Providence, Pa.,	do. do.
John S. Rahn.	Perkiomenville, Pa.,	do. do.
David H. Rudy.	Perkiomenville, Pa.,	do. do.
Wm. H. Seipt.	Worcester, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: January 9, 1893.

Postoffice address of general office: 318 Dekalb street, Norristown, Pa.

OFFICERS.

TITLE.	NAME.	TITLE.	NAME.
President.	James Boyd.	General Solicitor, At-	James Boyd.
Secretary.	Philip Super.	torney or Counsel. . .	
Treasurer.	Howard Boyd.	Comptroller.	George B. Boggs.
Chief Engineer.	George B. Boggs.	Auditor.	F. C. Boggs.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of of road.	Total mileage of road in Penn- sylvania.
	From—	To—		
Perkiomen railroad.	Perkiomen Junction.	Emaus Junction. . . .	38.50	38.50

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$2,085,578 35	Capital stock,	\$38,040 00
Cost of equipment,	4,257 03	Funded debt,	1,924,600 00
Cash and current assets,	70,543 09	Current liabilities,	1,023,560 64
Profit and loss,	825,822 17		
Total,	\$2,986,200 64	Total,	\$2,986,200 64

CONTRACTS, AGREEMENTS, ETC.

An agreement with the United States Express Company for operating the express business.

In the regular intercourse of business transactions with other railroad companies there is a mutual arrangement in the proration of passenger and freight traffic, generally upon a mileage basis.

An agreement with the Philadelphia, Reading and Pottsville Telegraph Company, whereby this company has the right of its line for the transaction of railroad business.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	9	9
Number wooden,	14	14
Trestles:		
Number,	1	1
Aggregate length (feet),	2,900	2,900
Tunnels:		
Number,	1	1
Maximum length (feet),	1,668	1,668
Minimum length (feet),	1,638	1,668
Aggregate length of all tunnels (feet),	1,668	1,668

Telegraph line is owned by the Philadelphia, Reading and Pottsville Telegraph Company. The line is used by this company for its railroad business only.

Gauge of track, 4 ft. 8 1-2 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: General mortgage loan of \$2,250,000.00, which provides for the retirement of funded debt.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.
COMPANY.

Date of organization: Chartered March 17, 1853.

By what authority incorporated: Chartered, Special Act, March 17, 1853. Amendments: April 6, 1854, February 12, 1856, May 1, 1857, February 27, 1863, April 4, 1870.

If a consolidated company, name the constituent companies: Consolidation June 20, 1854, of the Philadelphia and Baltimore Central Railroad Company, chartered as above, and the Baltimore and Philadelphia Railroad Company, chartered in Maryland, May 28, 1852.

Consolidation October 31, 1881 of the Philadelphia and Baltimore Central Railroad Company and the West Chester and Philadelphia Railroad Company. Chartered in Pennsylvania, April 17, 1848.

Amendments to charter in Pennsylvania, of the West Chester and Philadelphia Railroad Company: April 15, 1850, May 1, 1852, January 7, 1853, January 29, 1853, May 23, 1853, April 20, 1853, February 27, 1854, May 8, 1854, March 30, 1855, May 3, 1855, February 6, 1856, March 11, 1857, May 13, 1857, May 16, 1857, April 8, 1858, April 1, 1861, April 12, 1861, March 23, 1865, April 12, 1867, April 3, 1869, April 14, 1869, April 13, 1870, April 3, 1872.

Operated by The Philadelphia and Baltimore Central Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
George B. Roberts,	233 South Fourth street, Philadelphia, .	January 8, 1894.
John P. Green,	233 South Fourth street, Philadelphia, .	do.
N. Parker Shortridge,	233 South Fourth street, Philadelphia, .	do.
Samuel R. Diekey,	Oxford, Pa.,	do.
Samuel D. Ramsey,	West Chester, Pa.,	do.
Joseph J. Martin,	Philadelphia,	do.
C. C. Caldwell, Maryland State Director,	Liberty Grove, Md.,	do.

Date of last meeting of stockholders for election of directors: January 9, 1893.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: Philadelphia, Wilmington and Baltimore Railroad Company, 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	George B. Roberts,	233 South Fourth street, Philadelphia.
Secretary,	John C. Sims,	do. do.
Treasurer,	Robert W. Smith,	do. do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Philadelphia and Baltimore Central Railroad	West Philadelphia.	Octarora Junction	Philadelphia, Wilmington and Baltimore Railroad Company.	62 62	53 29
Branch,	Wawa, Brandywine Summit.	West Chester, . Kaolin works, .	Philadelphia, Wilmington and Baltimore Railroad Company.	9 43 1 63	9 43 1 63
Chester Creek railroad, .	Lamokin,	Lenni,	Philadelphia, Wilmington and Baltimore Railroad Company as agent for Philadelphia and Baltimore Central Railroad Company, lessee.	73 68 6 69	64 35 6 69
Total mileage,				80 37	71 04

By agreement, the road (with its leased lines) is operated by the Philadelphia, Wilmington and Baltimore Railroad Company, as agent, that company paying over to the Philadelphia and Baltimore Central Railroad Company its entire net earnings.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$4,068,993 54	Capital stock,	\$2,499,285 90
Stocks of other companies owned, .	1,100 00	Funded debt,	2,200,000 00
Lands owned,	304,322 37	Ground rents,	26,512 50
Cash and current assets,	417,220 12	Current liabilities,	661 00
Other assets:		State of Maryland,	35,000 00
Sundries,	34,223 62	Profit and loss,	64,400 25
Total,	\$4,825,859 65	Total,	\$4,825,859 65

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYL- VANIA.
Bridges :		
Number stone,	5	4
Number iron,	53	49
Number wooden,	22	15
Trestles :		
Number,	6	6
Aggregate length (feet),	2,612	2,612
Telegraph:		
Miles of line operated by Philadelphia, Wilmington and Baltimore Railroad Company,	71.69	62.36
Miles of wire operated by Philadelphia, Wilmington and Baltimore Railroad Company,	94.90	85.57
Gauge of track,		4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: An annual appropriation for a sinking fund for redemption of bonds due November 1, 1911, contingent upon purchase of bonds at or below par, was provided for in the mortgage, but as no opportunity for such purchase has been presented, this provision has been inoperative.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Rooms at Angora for station, from George and Robert Callaghan; rooms at Cheyney, for station, from George A. Cheyney; rooms at Chester Heights, for station, from Elizabeth Sharpless, et al.; use of engine house at West Philadelphia, from Pennsylvania Railroad Company.

PHILADELPHIA AND CHESTER VALLEY RAILROAD
COMPANY.

Date of organization: March 7, 1888.

By what authority incorporated: Pennsylvania Act for the formation or regulation of railroad corporations, April 4, 1868 and supplements.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thomas McKean,	Philadelphia, Pa.	First Monday in May, 1894.
A. J. Antelo,	do.	do. do.
J. M. Landis,	do.	do. do.
W. R. Taylor,	do.	do. do.
A. H. O'Brien,	do.	do. do.
Hugh De Haven,	do.	do. do.

Date of last meeting of stockholders for election of directors: May 1, 1893.

Postoffice address of general office: Reading Terminal Building, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Joseph S. Harris,	Philadelphia.
Secretary,	W. R. Taylor,	do.
Treasurer,	W. A. Church,	do.
Comptroller,	D. Jones,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Philadelphia and Chester Valley Railroad.	Bridgeport, Pa., . . .	Downingtown, Pa., .	21.50	21.50

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$1,087,662 51	Capital stock,	\$755,100 00
Cash and current assets,	11,419 21	Funded debt,	380,510 00
Profit and loss,	79,536 06	Current liabilities,	37,901 39
		Accrued interest on funded debt not yet payable,	4,506 39
Total,	\$1,178,017 78	Total,	\$1,178,017 78

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges :		
Number iron,	5	5
Number wooden,	23	23
Trestles:		
Number,	4	4
Aggregate length (feet),	783	783
Telegraph:		
Miles of line operated by Philadelphia, Reading and Pottsville Telegraph Company,	20	20
Miles of wire operated by Philadelphia, Reading and Pottsville Telegraph Company,	21.5	21.5
Gauge of track,	4 ft. 8 1-2 in.	

PHILADELPHIA AND ERIE RAILROAD COMPANY.

Date of organization: Chartered April 3, 1837, and organized during that year.

By what authority incorporated: State of Pennsylvania, Act approved April 3, 1837 and supplements thereto, approved March 20, 1838, February 12, 1846, March 14, 1846, March 15, 1847, February 10, 1852, March 27, 1852, May 4, 1852, April 15, 1853, April 18, 1853, May 5, 1854, May 8, 1854, May 4, 1855, May 21, 1857, April 21, 1858, April 13, 1860, March 7, 1861, April 3, 1863, April 23, 1863, March 7, 1864, July 22, 1864, March 9, 1865, March 23, 1866, March 7, 1868, March 12, 1869, March 19, 1869, April 1, 1869, April 6, 1870 and May 24, 1871.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
*W. Hasell Wilson,	Philadelphia, Pa.,	Second Monday in February, 1894.
*N. Parker Shortridge,	Wynnewood, Pa.,	do. do.
*Henry D. Welsh,	Philadelphia, Pa.,	do. do.
*Samuel Gustine Thompson,	Philadelphia, Pa.,	do. do.
*Wm. J. Howard,	Philadelphia, Pa.,	do. do.
*Wm. L. Elkins,	Philadelphia, Pa.,	do. do.
*Amos R. Little,	Philadelphia, Pa.,	do. do.
*J. Bayard Henry,	Philadelphia, Pa.,	do. do.
*Wm. H. Barnes,	Philadelphia, Pa.,	do. do.
*John P. Green,	Philadelphia, Pa.,	do. do.
†James McManes,	Philadelphia, Pa.,	do. do.
†Wm. Johnston,	Philadelphia, Pa.,	do. do.
†Edward L. Perkins,	Philadelphia, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: February 13, 1893.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	W. Hasell Wilson,	Philadelphia, Pa.
Secretary and Treasurer,	J. S. Vanzandt,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Philadelphia and Erie Railroad.	Sunbury, Pa.	Erie, Pa., . .	The Pennsylvania Railroad Company.	287.56	287.56

Lease from Philadelphia and Erie Railroad Company to the Pennsylvania Railroad Company, executed January 6, 1862, to take effect from and after January 1, 1862, modified January 1, 1870, for the term of 999 years, from January 1, 1862. The lessee to work, use maintain, manage and efficiently operate and keep in public use the railroad of the party of the first part and its appurtenances, "with the exclusive right to manage and control said railroad, and to regulate and determine rates of tolls, freight and charges for all the transportation over the whole or any part of said railroad," and to collect all said tolls and charges. The lessee to repair and maintain in good order and condition for the public use, the railroad property and appurtenances, paying all operating and other expenses, including taxes and assessments levied or assessed by the laws of the United States, or the State of Pennsylvania. The surplus of gross receipts after the payment of expenses aforesaid, to be applied to defraying the cost of maintaining a proper and legal organization of the lessor company, and the payment of interest on the funded debt of said lessor. Whatever balance may remain after said payments, to be paid to the lessor for its own use. The lessee is not to pay or become liable to pay, in consequence of any deficiency of gross receipts, for all or any or either of the purposes to which it had been agreed that said surplus should be applied.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$30,386,145 07	Capital stock,	\$10,385,000 00
Stocks of other companies owned,	43,314 00	Funded debt,	19,674,000 00
Cash and current assets,	677,585 68	Current liabilities,	102,357 41
		Sundry items,	5,218 50
		Profit and loss,	940,468 84
Total,	\$31,107,044 75	Total,	\$31,107,044 75

*Elected by stockholders.

†Elected by Philadelphia city councils.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYL- VANIA.
Bridges :		
Number of stone,	16	16
Number of iron,	112	112
Number of wooden,	32	32
Trestles :		
Number,	2	2
Aggregate length (feet),	164	164
Telegraph :		
Miles of line owned by this company,	289.59	289.59
Miles of wire owned by this company,	1,076.47	1,076.47
Miles of line operated by the Pennsylvania Railroad Company, lessee,	1,076.47	1,076.47
Gauge of track,	4 ft. 9 in.	

PHILADELPHIA AND FRANKFORD RAILROAD COMPANY.

Date of organization: March 21, 1892.

By what authority incorporated: Act of Pennsylvania "to authorize the formation and regulation of railroad corporations," dated April 4, 1868, and supplements.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. Bault,	Philadelphia, Pa.,	Second Monday in January, 1894.
Jas. Whittaker,	do.	do. do.
Wm. H. Rhawn,	do.	do. do.
David C. Nimlet,	do.	do. do.
Wm. M. Horrocks,	do.	do. do.
Samuel W. Evans, Jr.,	do.	do. do.

Date of last meeting of stockholders for election of directors: January 9, 1893.

Postoffice address of general office: 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	W. W. Foulkrod,	Philadelphia, Pa.
Secretary,	W. R. Taylor,	do.
Treasurer,	W. A. Church,	do.
Chief Engineer,	H. K. Nichols,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.*

NAME.	TERMINALS.		Miles of line.	Miles of line in Pennsylvania
	From—	To—		
Philadelphia and Frankford Rail- road Company.	Crescentville,	Frankford,	2.72	2.72

*Road in course of construction.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$483,976 07	Capital stock,	\$500,000 00
Cash and current assets,	505,023 93	Funded debt,	489,000 00
Total,	\$989,000 00	Total,	\$989,000 00

IMPORTANT CHANGES DURING THE YEAR.

\$100,000.00 new stock issued.

\$489,000.00 new bonds issued.

CHARACTERISTICS OF ROAD.

Gauge of track, 4 ft. 8 1-2 in

PHILADELPHIA, GERMANTOWN AND CHESTNUT HILL
RAILROAD COMPANY.

Date of organization: December 28, 1882.

By what authority incorporated: General Law of April 4, 1868.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Alexander Biddle,	Philadelphia,	February 13, 1894.
William L. Elkins,	Philadelphia,	do.
John P. Green,	Philadelphia,	do.
H. H. Houston,	Philadelphia,	do.
John C. Sims,	Philadelphia,	do.
N. Parker Shortridge,	Wynnewood,	do.

Date of last meeting of stockholders for election of directors: February 4, 1893.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Henry D. Welsh,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Philadelphia, Germantown and Chestnut Hill railroad,	Germantown Junction.	Chestnut Hill.	Pennsylvania Railroad Company.	6.75	6.75
Branch,				1.16	1.16
Total mileage,				7.91	7.91

Leased to the Pennsylvania Railroad Company, for thirty years from May 1, 1883. Rental, net earnings,

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$2,522,715 08	Capital stock,	\$1,000,000 00
Cash and current assets,	102,525 84	Funded debt,	1,000,000 00
		Current liabilities,	165,793 83
		Debtenture certificates,	414,000 00
		Profit and loss,	45,447 09
Total,	\$2,625,240 92	Total,	\$2,625,240 92

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges ;		
Number iron,	17	17
Telegraph:		
Miles of line owned by this company,	6.75	6.75
Miles of wire owned by this company,	29.95	29.95
Miles of line operated by Pennsylvania Railroad Company,	6.75	6.75
Miles of wire operated by Pennsylvania Railroad Company,	29.95	29.95
Gauge of track,	4 ft. 9 in.	

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: Sinking fund of \$10,000.00 annually, if bonds to that amount can be purchased at or below par.

PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD COMPANY.

Date of organization: February 17, 1831.

By what authority incorporated: Incorporated by an Act of the General Assembly of the Commonwealth of Pennsylvania, entitled "An Act to incorporate the Philadelphia, Germantown and Norristown Railroad Company," approved February 17, 1831.

An Act supplementary to an Act, entitled "An Act to incorporate the Philadelphia, Germantown and Norristown Railroad Company," approved April 7, 1832.

An Act supplementary to an Act, entitled "An Act to incorporate the Philadelphia, Germantown and Norristown Railroad Company," approved March 30, 1833.

An Act supplementary to an Act, entitled "An Act to incorporate the Philadelphia, Germantown and Norristown Railroad Company, approved February 8, 1834.

An Act for the relief of the creditors of the Philadelphia, Germantown and Norristown Railroad Company, approved February 17, 1847.

An Act supplementary to the several Acts incorporating the Philadelphia, Germantown and Norristown Railroad Company, approved April 7, 1849.

A further supplement to an Act incorporating the Philadelphia, Germantown and Norristown Railroad Company, approved April 27, 1852; Act of February 10, 1853; Act of April 8, 1853.

Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. S. Wilson,	New Centreville, Pa.,	November 6, 1893.
George W. Longaker,	Norristown, Pa.,	November 6, 1893.
Thomas McKean,	153 Dock street, Philadelphia,	November 6, 1893.
C. Howard Colket,	1334 Walnut street, Philadelphia,	November 6, 1893.
Lewis Elkin,	1119 Walnut street, Philadelphia,	November 5, 1894.
John A. Brown, Jr.,	209 Chestnut street, Philadelphia,	November 5, 1894.
Richard Dale,	1215 Spruce street, Philadelphia,	November 5, 1894.
Jos. W. Johnson,	535 Chestnut street, Philadelphia,	November 5, 1894.
Thos. U. Walker,	New Centreville, Pa.,	November 4, 1895.
Michael O'Brien,	Conshohocken, Pa.,	November 4, 1895.
John Slingluff,	Norristown, Pa.,	November 4, 1895.
Edward Dale Toland,	104 South Fifth street, Philadelphia,	November 4, 1895.

Date of last meeting of stockholders for election of directors: November 7, 1892.

Postoffice address of general office: 132 South Third street, Philadelphia.

Postoffice address of operating company: Philadelphia and Reading Railroad Company, 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	W. S. Wilson,	132 S. Third street, Philadelphia.
Secretary,	William W. Stephens, . .	132 S. Third street, Philadelphia.
Treasurer,		
General Solicitor, Attorney or Counsel, .	Jos. B. Townsend.	709 Walnut street, Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Philadelphia, Germantown and Norristown railroad.	Ninth and Green streets, Philadelphia.	Germantown. .	Philadelphia & Reading Railroad Company.	6.4	6.4
Norristown branch,	Sixteenth St., .	Norristown, . .	Philadelphia & Reading Railroad Company.	14.2	14.2
Total mileage,				20.6	20.6

The Philadelphia, Germantown and Norristown Railroad was leased on November 10, 1870, to the Philadelphia and Reading Railroad Company, for a period of 999 years, at an annual rental of \$269,623.34, payable in quarterly payments, commencing with March 1st, together with \$2,000.00 quarterly for organization expenses.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$1,139,078 84	Capital stock,	\$2,246,900 00
Cost of equipment,	367,988 09	Contingent account,	28,527 57
Plymouth railroad account,	274,495 19	Miscellaneous account,	237 00
Sundry accounts,	3,000 00	Organization account,	18,356 29
Damages,	3,400 00	Interest account,	11,061 37
Rent account,	71 06	Unpaid dividends,	5,589 00
Lands owned,	500,793 49		
Cash and current assets,	21,844 56		
Total,	\$2,310,671 23	Total,	\$2,310,671 23

PHILADELPHIA, HARRISBURG AND PITTSBURG RAILROAD COMPANY.

Date of organization: July 24, 1890.

By what authority incorporated: Pennsylvania Act for the formation and regulation of railroad corporations, April 4, 1868, and supplements.

If a consolidated company, name the constituent companies: Merger of the Harrisburg and Pittsburg and Harrisburg Terminal Railroads, July 24, 1890.

Operated by The Philadelphia and Reading Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thomas McKean,	Philadelphia, Pa.,	First Monday in May, 1893.
I. A. Sweigard,	do.	do. do.
A. H. O'Brien,	do.	do. do.
C. H. Quarles,	do.	do. do.
Albert Foster,	do.	do. do.
R. S. Davis,	do.	do. do.

Date of last meeting of stockholders for election of directors: May 1, 1893.

Postoffice address of general office: Reading Terminal Building, Philadelphia, Pa.

Postoffice address of operating company: Reading Terminal Building, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Joseph S. Harris,	Philadelphia, Pa.
Secretary,	W. R. Taylor,	do.
Treasurer,	W. A. Church,	do.
Auditor,	Daniel Jones,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Philadelphia, Harrisburg and Pittsburg railroad.	Harrisburg,	Shippensburg.	Philadelphia and Reading Railroad Company.	40.60	40.60

Leased to the Philadelphia and Reading Railroad Company, October 15, 1890.
Lessee pays expenses of operating, all taxes, fixed charges, etc.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$3,143,841 33	Capital stock,	\$2,000,000 00
Cash and current assets,	701 11	Current liabilities,	1,144,542 44
Total,	\$3,144,542 44	Total,	\$3,144,542 44

CHARACTERISTICS OF ROAD.

Gauge of track, 4 ft. 8 1-2 in

PHILADELPHIA, NEWTOWN AND NEW YORK RAILROAD COMPANY.

Date of organization: Not known.
By what authority incorporated: Pennsylvania: Original name Philadelphia and Montgomery County Railroad. Incorporated by Act of April 2, 1860, P. L. 677, supplement April 1, 1863, laws of 1864, page 1074 and March 23, 1865, P. L. 674.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
With Harper,	Philadelphia,	First Monday of May, 1894.
Wm. M. Geary,	Philadelphia,	do. do.
S. G. Thompson,	Philadelphia,	do. do.
John Slingluff,	Norristown,	do. do.
W. H. Slingluff,	Norristown,	do. do.
H. C. Stinson,	Norristown,	do. do.
J. P. H. Jenkins,	Norristown,	do. do.
J. P. Hutebinson,	Norristown,	do. do.

Date of last meeting of stockholders for election of directors: Monday, May 2, 1893.
Postoffice address of general office: 318 DeKalb street, Norristown, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	James Boyd,	Norristown, Pa.
Secretary,	Howard Boyd,	do.
Treasurer,	O. C. Knipe,	do.
Auditor,		

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Main line,	Erie avenue, Phila.,	Newtown, Pa., . . .	20.90	20.90

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$2,300,000 00	Capital stock,	\$1,600,000 00
Cash and current assets,	16,705 00	Funded debt,	700,000 00
		Current liabilities,	9,205 40
		Accrued interest on funded debt not yet payable,	7,500 00
Total,	\$2,316,705 40	Total,	\$2,316,705 40

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENN- SYLVANIA.
Bridges:		
Number iron,	2	2
Number wooden,	8	8
Trestles:		
Number,	4	4
Aggregate length (feet),	1,013	1,043
Gauge of track,	4 ft. 8 1-2 in.	

PHILADELPHIA AND READING RAILROAD COMPANY.

Date of organization: April 4, 1833.

By what authority incorporated: Pennsylvania Act of April 4, 1833.

If a consolidated company, name the constituent companies: Northern Liberties and Penn Township Railroad, Act of April 23, 1829; Port Kennedy Railroad, Act of March 8, 1859; Lebanon Valley Railroad, Act of April 1, 1836; Schuylkill and Susquehanna Railroad, Act of April 5, 1826; Mt. Carbon Railroad, Act of April 20, 1829; Mahanoy and Shamokin Railroad, Act of February 18, 1871; Moselem Railroad, Act of March 23, 1865; West Reading Railroad, Act of March 20, 1860; Lebanon and Tremont Railroad, Act of March 25, 1871.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. J. Antelo,	Philadelphia, Pa.,	Second Monday in January, 1894.
Thos. McKean,	do.	do. do.
Jas. Boyd,	do.	do. do.
J. Lowher Welsh,	do.	do. do.
Elisha P. Wilhur,	do.	do. do.
Jos. F. Sinnot,	do.	do. do.

Total number of stockholders at date of last election: 3,678.

Date of last meeting of stockholders for election of directors: January 9, 1893.

Postoffice address of general office: Philadelphia, Pa.

Postoffice address of operating company: Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Jos. S. Harris,	Philadelphia.
Vice President,	Theodore Voorhees,	Philadelphia.
Secretary,	W. R. Taylor,	Philadelphia.
Treasurer,	W. A. Church,	Philadelphia.
Comptroller,	Daniel Jones,	Philadelphia.
Chief Engineer,	H. K. Nichols,	Philadelphia.
General Solicitor, Attorney, or Counsel,	J. D. Campbell,	Philadelphia.
Auditor Traffic Receipts,	Geo. Ziegler,	Philadelphia.
Auditor Merchandise Traffic,	W. B. Scott,	Philadelphia.
Auditor Passenger Traffic,	C. H. Quarles,	Philadelphia.
Auditor Disbursements,	J. E. Price,	Philadelphia.
Auditor Coal Traffic,	H. W. Hancock,	Philadelphia.
General Superintendent,	I. A. Sweigard,	Philadelphia.
General Passenger Agent,	C. G. Hancock,	Philadelphia.
General Ticket Agent,	B. H. Bail,	Philadelphia.
General Freight Agent,	W. Bertolet,	Reading, Pa.
Superintendent Reading Division,	E. C. Tomlinson,	Philadelphia.
Superintendent P. & N. Y. Division,	A. M. Wilson,	Reading, Pa.
Superintendent R. & C. Division,	H. W. Tracy,	Pine Grove, Pa.
Superintendent P. & C. Division,	B. F. Bertolet,	Shamokin, Pa.
Superintendent Shamokin Division,	E. F. Smith,	Philadelphia.
Superintendent Reading Terminal and Canals,	E. R. Adams,	Reading, Pa.
Superintendent of Telegraph,	H. W. Souders,	Philadelphia.
General Baggage Agent,		

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Main Line,	Philadelphia,	West Falls, Pa.,	98.40	98.40
	Wayne Junction, Pa.,	Tabor Junction, Pa.,		
	Port Richmond, Pa.,	Mt. Carbon, Pa.,		
Northern Liberties & Penn Twp.	Broad street, Phila.,	Del. river, Phila.,	1.40	1.40
Port Kennedy branch,	Port Kennedy, Pa.,	Lime Kiln, Pa.,	1.20	1.20
Lebanon Valley branch,	Reading, Pa.,	Harrishurg, Pa.,	53.70	53.70
Lebanon and Tremont branch,	Lebanon, Pa.,	Brookside, Pa.,	42.20	42.20
Schuylkill and Susquehanna branch,	Auburn, Pa.,	Rockville, Pa.,	53.40	53.40
Mt. Carbon branch,	Mt. Carbon, Pa.,	Wadesville and Mt. Laffy,	8.50	8.50
Mahanoy and Shamokin branch,	Newcastle, Pa.,	Port Treverton, Pa.,	64.60	64.60
Moselem branch,	Leesport, Pa.,	Leesport Iron works,	1.70	1.70
West Reading branch,	Third street, Reading,	Foot Sixth street, Reading,	1.90	1.90
Colebrookdale railroad,	Pottstown, Pa.,	Barto, Pa.,	12.80	12.80
Pickering Valley railroad,	Phoenixville, P.,	Byers, Pa.,	11.30	11.30
East Pennsylvania railroad,	Reading, Pa.,	Allentown, Pa.,	36.00	36.00
Allentown railroad,	Topton, Pa.,	Kutztown, Pa.,	4.50	4.50
Little Schuylkill Navigation railroad,	Port Clinton, Pa.,	Tamaqua and Reevesdale,	28.10	28.10
Mine Hill and Schuylkill Haven railroad,	Schuylkill Haven, Pa.,	Locust Gap, Junction, Pa.,	51.80	51.80
		Tremont, Pa.,		
		New Lincoln, Pa.,		
Mt. Carbon & Port Carbon railroad,	Mt. Carbon, Pa.,	Port Carbon, Pa.,	50	2.50

PROPERTY OPERATED—Continued.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Mill Creek and Mine Hill Navigation and railroad.	Mill Creek Junction, Pa.	Newcastle, Pa., . . .	3.80	3.80
Schuylkill Valley Navigation and Railroad Company.	Port Clinton, Pa., . .	Reevesdale, Pa., . . .	11.00	11.00
East Mahanoy railroad,	Connect. with Nesque. Valley railroad.	East Mahanoy Tunnel, Pa.	14.10	14.10
	E. Mahanoy Junction, . .	St. Nicholas, Pa., . .	31.10	31.10
	West Milton, Pa., . . .	Shamokin, Pa., . . .		
Shamokin, Sunbury and Lewisburg railroad.	Philadelphia,	Germantown, Pa., . . .	29.50	29.50
Philadelphia, Germantown and Norristown railroad.	Philadelphia,	Norristown, Pa., . . .		
	Conshohocken, Pa., . . .	Oreland, Pa.,	4.00	4.00
Chestnut Hill Railroad Company, .	Germantown, Pa., . . .	Chestnut Hill, Pa., . .	96.50	96.50
Catawissa railroad,	Tamanend, Pa.,	Newberry Junction, Pa.,	10.50	10.50
Philadelphia and Chester branch, .	Gray's Ferry, Pa., . . .	Thurlow, Pa.,		
North Pennsylvania Railroad Company.	Philadelphia,	Bethlehem, Pa., . . .	86.40	86.40
	Lansdale, Pa.,	Doylstown, Pa., . . .		
	Jenkintown, Pa.,	Delaware river, Pa., .	33.70	
Delaware & Bound Brook railroad, .	Delaware river, N. J., .	Bound Brook, N. J., .	.40	.40
	Trenton Junction, N. J.,	Trenton, N. J.,		
Norristown Junction Railroad Company.	Mill street, Norristown,	Marshall street, Norristown, Pa., . . .	44.00	44.00
Schuylkill and Lehigh railroad, . . .	Reading, Pa.,	Slatington, Pa.,	40.60	40.60
Philadelphia, Harrisburg and Pittsburgh railroad.	Harrisburg, Pa.,	Shippensburg, Pa., . .		
Lehigh Valley R. R. and branches,	Phillipsburg, Pa.,	Wilkes-Barre, Pa., . .	325.77	325.77
Lehigh Valley R. R. and branches,	State Line, N. Y. & Pa.,	Buffalo, N. Y.,	296.07	
Southern Central railroad,	State Line, N. Y. & Pa.,	North Fair Haven, N. Y.,	114.71	
		Waverly, N. Y., . . . .	.40	
Waverly & State Line railroad, . . .	State Line, N. Y. & Pa.,	New York State Line,	105.30	105.30
Pennsylvania and New York Railroad and Canal Company.	Wilkes-Barre, Pa., . . .			
State Line and Sullivan railroad, . .	Monroetown, Pa.,	Bernice, Pa.,	24	24
Loyalsock railroad,	Bernice, Pa.,	Bowman's Creek, Pa., .	27.22	27.22
Wilkes-Barre & Harveys Lake R. R.,	Luzerne, Pa.,	Harvey's Lake, Pa., . .	25.99	25.99
Easton and Amboy railway,	Perth Amboy, N. J., . . .	Phillipsburg, N. J., . .	77.33	
Lehigh Valley Terminal railroad, . .	South Plainfield, N. J.,	Jersey City, N. J., . .	31.44	
Total mileage operated,			1,907.83	1,354.18

CAPITAL STOCK.							
DESCRIPTION.	Par value of shares.	Total amount authorized by law.	Amount outstanding.	Manner of payment for capital stock.	Number of shares.	Total cash received.	Give particulars and explanations.
Capital stock, common,	\$50 00	Unlimited.	\$39,830,361 78	Issued for cash, Issued for construction, Issued for reorganization,	797,697,235	\$39,830,361 78	{ Issued for cash, property purchased and acquired, dividends and conversion of bonds.
Total			\$39,830,361 78	Total,		\$38,830,361 78	

FUNDED DEBT.

COMMON BONDS, INCOME BONDS, COLLATERAL TRUST BONDS, ETC.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of author- ized issue.	Amount outstanding.	INTEREST.		
	Date of issue.	When due.			Rate.	When payable.	Amount accrued □ during year.
Prior mortgage loans.	Various.	1910	\$6,180,000 00	\$2,466,700 00	6	J. and J.,	\$148,002 00
Prior mortgage loans.	1897	1910	7,000,000 00	73,000 00	4½	J. and J.,	3,555 00
Prior mortgage loans.	1898	1898	2,700,000 00	2,700,000 00	7	A. and O.,	189,000 00
Consolidated mortgage loans.	1871	1911	25,000,000 00	8,162,000 00	6	J. and D.,	489,720 00
Consolidated mortgage loans.				10,649,000 00	7	J. and D.,	745,416 80
Improvement loans.	1873	1897	10,000,000 00	9,394,000 00	6	A. and O.,	561,840 90
Income loans.	1876	1896	10,000,000 00	1,000 00	7	J. and D.,	
Consolidated loans.	1882	1922	80,000,000 00	5,767,042 00	5	M. and N.,	288,343 74
Consolidated loans.	1883	1933	80,000,000 00	1,535 00	5	F. and A.,	
General mortgage loans.	1888	1958	100,000,000 00	44,303,188 77	4	J. and J.,	1,516,177 77
First preferred income loans.	1888	1958	24,000,000 00	23,949,900 70	5	Feb.,	1,197,495 04
Second preferred income loans.	1888	1958	24,000,000 00	16,176,588 78	5	Feb.,	808,829 44
Third preferred income loans.	1888	1958	22,500,000 00	18,249,216 58	5	Various.	912,460 83
Real estate bonds.	Various.	Various.		1,580,396 26	Various.		108,977 28
Convertible adj. scrip.				1,810 00	6	J. and J.,	
Debenture loan.	1868	1893		1,100 00	6	J. and J.,	
Debenture loan.	1868	1893		6,000 00	4	J. and J.,	240 00
Debenture loan.	1878	1898	900,000 00	1,000 00	6	M. and N.,	
Debenture loan.	1891	1941	8,500,000 00	7,650,000 00	5	F. M. A. and N.,	
Debenture convertible loan.	1873	1893	10,500,000 00	10,200 00	7	J. and J.,	
Debenture and guarantee scrip.	1877	1882-1884		7,250 00	6	J. and J.,	
Deferred income bonds.	1882	1942	34,300,000 00	7,670,427 09			
Sinking fund.	1892		2,000,000 00	1,962,000 00	5	F. and A.,	98,883 53
Purchase-money.	1892	1942	700,000 00	700,000 00	5	M. and N.,	35,000 00
Delaware River extension mortgage.	1892	1942	1,222,000 00	1,222,000 00	5	M. and N.,	61,100 00
Total.			\$425,502,000 00	\$162,683,355 18			\$7,165,041 23

FUNDED DEBT—Continued.

CAR TRUST OBLIGATIONS.—A. GENERAL STATEMENT.

SERIES OR OTHER DESIGNATION.	Date of issue.	Term.	Number of payments.	Equipment covered.
Car trust certificates,	Feb. 15, 1883.	10 years.	10	43 locomotives, 1 tender, 2 baggage, 18 passenger, 3,245 freight cars and 3 snow plows.
Car trust certificates, series "B,"	March 15, 1884.	10 years.	10	45 locomotives, 28 passenger and 1,002 freight cars.
Car trust certificates, series "C,"	July 1, 1887.	10 years.	10	12 locomotives, 69 passenger, 20 baggage and combination and 1,670 freight cars.
Car trust certificates, series "D,"	March 1, 1890.	10 years.	10	50 locomotives, 43 passenger, 7 combination, 4,000 freight cars and 15 coal barges.

B. STATEMENT OF AMOUNT.

SERIES OR OTHER DESIGNATION.	Cash paid on delivery of equipment.	DEFERRED PAYMENTS—PRINCIPAL.		DEFERRED PAYMENTS—INTEREST.
		Original amount.	Amount outstanding.	Amount accrued during year.
*Issue February 15, 1883,	\$2,000,000 00	\$2,000,000 00		\$7,000 00
Series "B,"	1,110,000 00	1,110,000 00	\$102,000 00	10,455 00
Series "C,"	1,200,000 00	1,200,000 00	510,000 00	28,750 00
Series "D,"	3,000,000 00	3,000,000 00	2,170,000 00	113,666 60
Total,	\$7,310,000 00	\$7,310,000 00	\$2,782,000 00	\$159,871 60

* Paid during the year.

RECAPITULATION OF FUNDED DEBT.

ACCOUNT.	Amount issued.	Amount outstanding.	Amount of interest accrued during year.
Common income and collateral trust bonds, etc.,	\$162,683,355 18	\$162,683,355 18	\$7,165,041 23
Car trust obligations,		2,782,000 00	159,871 60
Total,	\$162,683,355 18	\$165,465,355 18	\$7,324,912 83

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1893.	
Cash,	\$312,049 88	Loans and bills payable,	\$4,306,125 60
Bills receivable,	209,426 96	Audited vouchers and accounts,	6,749,593 71
Due from agents,	2,192,782 38	Wages and salaries,	
Net traffic balances due from other companies,	1,235,782 91	Matured interest coupons unpaid (including coupons due July 1),	1,919,630 56
Due from solvent companies and individuals,	7,378,967 49	Rentals due July 1,	1,996,124 11
Other cash assets (including material and supplies on hand),	3,187,396 48	Miscellaneous,	376,902 50
Balance—Current liabilities,	831,970 38		
Total,	\$15,348,376 48	Total,	\$15,348,376 48

RECAPITULATION.

A.—MILEAGE OWNED.

Capital stock,	\$39,830,361 78
Bonds,	162,683,355 18
Car trust obligations,	2,782,000 00
Total,	\$205,295,716 96

B. MILEAGE OPERATED (TRACKAGE RIGHTS EXCLUDED).

NAME OF ROAD.	Capital stock.	Funded debt
Main line and branches owned,	\$39,830,361 78	\$165,465,355 18
Colebrookdale railroad,	297,215 00	600,000 00
Pickering Valley railroad,	95,655 00	332,300 00
East Pennsylvania railroad,	1,734,450 00	495,000 00
Allentown railroad,	1,268,884 47	
Little Schuylkill Navigation Railroad and Canal Company,	2,487,850 00	
Mine Hill and Schuylkill Haven railroad,	4,210,200 00	
Mount Carbon and Port Carbon railroad,	282,350 00	
Mill Creek and Mine Hill Navigation and Railroad Company,	323,375 00	
Schuylkill Valley Navigation and Railroad Company,	576,050 00	
East Mahanoy railroad,	515,800 00	
Shamokin, Sunbury and Lewisburg railroad	2,000,000 00	2,000,000 00
Philadelphia, Germantown and Norristown railroad,	2,246,900 00	
Catawissa railroad,	3,200,000 00	1,350,000 00
Chester and Delaware River railroad,	29,550 00	
North Pennsylvania railroad,	4,721,250 00	7,200,000 00
Delaware and Bound Brook railroad,	1,800,000 00	1,800,000 00
Norristown Junction railroad,	20,000 00	40,000 00
Schuylkill and Lehigh railroad,	50,000 00	1,000,000 00
Chestrut Hill railroad,	120,650 00	
Philadelphia, Harrisburg and Pittsburg railroad,	2,000,000 00	2,000,000 00
Lehigh Valley railroad,	40,441,310 00	33,955,000 00
Grand total,	\$108,261,851 25	\$216,267,655 18

PERMANENT IMPROVEMENTS FOR THE YEAR.

ITEM.	EXPENDITURES DURING THE YEAR.		Differences or net additions to property, etc.
	Not included in oper- ating expenses.	Total expendi- tures.	
Construction :			
Other real estate,	\$1,343,050 69	\$1,343,050 69	\$1,343,050 69
Bridges and trestles,	103,973 65	103,973 65	103,973 65
Buildings, furniture and fixtures,	123,713 33	123,713 33	123,713 33
Sidings and yard extensions,	178,690 92	178,690 92	178,690 92
Other items,	83,005 81	83,005 81	83,005 81
Total construction,	\$1,832,434 40	\$1,832,434 40	\$1,832,434 40
Equipment :			
Locomotives,	\$165,423 49	\$165,423 49	165,423 49
Passenger cars,	190,666 50	190,666 50	190,666 50
Combination cars,	31,160 00	31,160 00	31,160 00
Freight cars,	887,144 51	887,144 51	887,144 51
Floating equipment,	24,635 98	24,635 98	24,635 98
Total equipment,	\$1,299,080 48	\$1,299,080 48	\$1,299,080 48
Total amount expended for con- struction in Pennsylvania,	\$3,131,514 88	\$3,131,514 88	\$3,131,514 88

COST OF ROAD AND EQUIPMENT.

ITEM.	Total cost to June 30, 1892.	Net additions during year.	Total cost to June 30, 1893.
Construction :			
Total construction,	\$86,053,526 33	\$1,832,434 40	\$87,885,960 73
Equipment :			
Locomotives, passenger cars, sleeping, parlor and din- ing cars, baggage, express and postal cars, combi- nation cars, freight cars, other cars of all classes,	\$17,927,612 36	\$1,299,080 48	\$20,913,561 02
Floating equipment,	1,636,868 18		
Total equipment,	\$17,927,612 36	\$1,299,080 48	\$20,913,561 02
Grand total cost, construction and equipment,		\$3,231,514 88	\$108,799,521 75
Cost of construction of that portion of road lo- cated in Pennsylvania,	\$17,927,612 36	\$1,299,080 48	\$20,913,561 02

INCOME ACCOUNT.

Gross earnings from operation,	\$41,842,748 24	
Less operating expenses,	25,076,421 13	
Income from operation,		\$16,766,327 11
Interest on bonds owned,	\$175,344 03	
Dividends on stocks owned,	199,055 22	
Net miscellaneous income,	331,764 51	
Sundries,	1,986 48	
Income from other sources,		703,150 24
Total income,		\$17,474,477 35
Deductions from income:		
Interest on funded debt accrued,	\$7,324,912 83	
Interest on interest-bearing current liabilities accrued, not otherwise provided for,	197,686 77	
Rentals, including tracks, yards and terminals,	9,889,463 88	
Taxes,	635,650 91	
Other deductions,	289,511 71	
Total deductions from income,		18,337,231 13
Deficit,		\$862,753 78
Deficit from operations of year ending June 30, 1893,		\$862,753 78
Surplus on June 30, 1892,		736,369 49
Deficit on June 30, 1893,		\$126,384 29

EARNINGS FROM OPERATION.

ITEM.	Total receipts.	Actual earnings.
Passengers:		
Passenger revenue,	\$6,461,532 75	
Total passenger revenue,		\$6,461,532 75
Mail,		152,956 78
Express,		442,260 35
Total passenger earnings,		\$7,056,729 88
Freight:		
Freight revenue,	\$34,640,519 98	
Total freight earnings,		34,640,519 98
Total passenger and freight earnings,		\$41,697,249 86
Other earnings from operating:		
Other sources,		145,498 58
Total gross earnings from operation,		\$41,842,748 24

MISCELLANEOUS INCOME.

ITEM.	Gross income.	Less expenses.	Net miscellaneous income.
Real estate and dwellings,	\$465,750 93	\$67,184 59	\$399,566 34
Canals,	285,490 95	303,848 23	18,357 28
Collieries and barges,	761,073 05	584,752 33	176,320 72
Docks and wharves,	36,724 26	196,368 08	159,643 82
Steamships,	822,912 90	889,034 35	65,121 45
Total,	\$2,372,952 09	\$2,041,187 58	\$331,764 51

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of roadway,	\$2,157,711	57
Renewals of rails,	172,907	18
Renewals of ties,	548,467	28
Repairs of bridges and culverts,	306,084	05
Repairs of buildings,	355,315	84
Repairs of docks and wharves,	56,186	84
Repairs of telegraph,	21,766	51
Other expenses,	279,554	21
Total,	\$3,897,093	48

Maintenance of equipment:

Repairs and renewals of locomotives,	\$1,809,101	52
Repairs and renewals of passenger cars,	463,567	24
Repairs and renewals of freight cars,	2,208,548	17
Shop machinery, tools, etc.,	76,990	38
Other expenses,	95,738	52
Total,	\$4,653,945	83

Conducting transportation:

Wages of enginemen, firemen and roundhouse men,	\$7,568,267	38
Fuel for locomotives,	2,941,449	24
Water supply for locomotives,	488,695	83
All other supplies for locomotives,	170,064	77
All other train supplies,	241,943	87
Wages of switchmen, flagmen and watchmen,	431,517	86
Expenses of telegraph, including train dispatchers and operators,	495,899	31
Wages of station agents, clerks, and laborers,	1,763,497	20
Station supplies,	169,904	02
Car mileage—balance,	138,564	33
Loss and damage,	61,091	40
Injuries to persons,	187,347	90
Barges, floats, tugs, ferry-boats, expenses of, including wages, fuel and supplies,	162,892	86
Other expenses,	47,835	45
Total,	\$14,868,971	42

General expenses:

Salaries of officers and clerks,	\$785,198	31
General office expenses and supplies,	238,775	63
Agencies, including salaries and rent,	49,631	18
Advertising,	94,341	27
Insurance,	51,427	56
Expenses of fast freight lines,	69,735	43
Expenses of traffic associations,	7,148	34
Rentals not otherwise provided for,	120,581	65
Legal expenses,	101,424	90
Stationery and printing,	64,724	28
Other general expenses,	73,421	85
Total,	\$1,656,410	40

Recapitulation of expenses:

Maintenance of way and structures,	\$3,897,093	48
Maintenance of equipment,	4,653,945	83
Conducting transportation,	14,868,971	42
General expenses,	1,656,410	40

Grand total, \$25,076,421 13

Percentage of operating expenses to earnings, 59.93

RENTALS PAID.

A. RENTS PAID FOR LEASE OF ROAD.

NAME OF ROAD.	Interest on bonds guaranteed.	Dividends on stock guaranteed.	Cash.	Total.
Mine Hill and Schuylkill Haven railroad.		\$336,816 00		\$336,816 00
Mt. Carbon and Port Carbon railroad.		36,250 00		36,250 00
Mill Creek and Mine Hill Navigation rail- road.		33,000 00		33,000 00
Schuylkill Valley Navigation and Railroad Company.		29,450 00		29,450 00
Little Schuylkill Navigation Railroad and Canal Company.		215,092 00	\$2,000 00	217,092 00
East Pennsylvania Railroad Company.	\$19,800 00	104,067 03		123,867 00
Philadelphia, Germantown and Norristown railroad.	3,833 34	265,790 00	8,000 00	277,623 34
Chestnut Hill railroad.		14,478 00	2,000 00	16,478 00
Catawissa railroad.	104,830 00	226,000 00	8,000 00	338,830 00
North Pennsylvania railroad.	492,000 00	377,700 00	12,000 00	881,700 00
Delaware and Bound Brook railroad.	123,000 00	144,000 00	8,000 00	275,000 00
Shamokin, Sunbury and Lewisburg railroad. railroad.	110,000 00		540 00	11,540 00
Swede's Ford Bridge Company.		2,405 00	50 00	2,455 00
Allentown Terminal railroad.	6,000 00	7,500 00	1,000 00	14,500 00
Colkbrookdale Railroad Company.			12,350 37	12,330 37
Pickering Valley Railroad Company.			6,884 82	6,884 82
Allentown Railroad Company.			3,372 76	3,372 76
Schuylkill and Lehigh railroad.	27,000 00			27,000 00
Schuylkill Navigation Company.	8,802 63	393 93		9,196 56
Susquehanna Canal Company.	22,307 42			22,307 42
Philadelphia, Harrisburg and Pittsburg.			58,333 33	58,333 33
Norristown Junction railroad.			2,000 00	2,000 00
Lehigh Valley railroad.	4,344,480 28	2,141,466 86		6,488,947 14
Total rentals—A.	\$5,262,053 67	\$3,937,408 79	\$124,511 28	\$9,323,973 74

B. RENTS PAID FOR LEASE OF OTHER PROPERTY.

DESIGNATION OF PROPERTY.	Name of company owning property leased.	Total.
Tracks.	New York, Lake Erie and Western railroad. Central Railroad Company of New Jersey. Erie and Wyoming Valley railroad. Pennsylvania railroad. New York Central and Hudson River railroad. Schuylkill and Lehigh Valley railroad.	\$302,077 53 145,127 88 5,202 14 65,887 31 21,512 47 25,687 81
Total rentals—B.		\$565,495 14
Grand total rentals paid— A and B.		\$9,889,468 88

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	\$87,885,960 73	Capital stock.	\$39,830,361 78
Cost of equipment.	20,913,561 02	Funded debt.	165,465 355 18
Bonds of other companies owned.	9,041,030 51	Current liabilities.	15,348,376 48
Stocks of other companies owned.	18,069,113 86	Accrued interest on funded debt not yet payable.	599,990 05
Other permanent investments.	84,300,934 01	Unmatured instalments on equip- ment purchased.	5,939,583 30
Cash and current assets.	14,516,406 10	Accrued rentals not yet payable.	2,891,533 68
Other assets:		Sundries.	7,844,883 89
Sundries.	3,037,093 84		
Profit and loss.	126,384 29		
Total.	\$237,920,484 36	Total.	\$237,920,484 36

IMPORTANT CHANGES DURING THE YEAR.

Increase in funded debt:	
General mortgage bonds.	\$5,790,530 00
First preferred income bonds.	1,091 25
Second preferred income bonds.	175 00
Third preferred income bonds.	275,116 91
Debt loan, 1891.	2,262,000 00
Delaware River extension.	1,222,000 00
	\$9,460,913 16

Decrease:			
Real estate mortgages,	\$539,360	43	
Debenture convertible bonds,	600	00	
Sinking fund,	38,000	00	
			577,960 43
			\$3,882,952 73

CONTRACTS, AGREEMENTS, ETC.

United States Express Company—The Railroad Company supplies transportation for express matter and receives a per centage of the gross receipts thereof.
United States Government—No contract, the terms vary on the several mail routes.
Pullman Palace Car Company—The Pullman Palace Car Company furnishes its own equipment.

SECURITY FOR FUNDED DEBT.

The following mortgages were executed on January 3, 1888, and are liens in the order named upon the entire property, leasehold interest and equipment of the company:

General mortgage loan,	\$100,000,000	00
First preference income loan,	24,000,000	00
Second preference income loan,	22,500,000	00
Third preference income loan, not limited.		

These mortgages severally provide for the retirement of the funded debt.

EMPLOYEES AND SALARIES.

CLASS.	Number.	Total yearly com- pensation.	Average daily com- pensation.
General officers,	94	\$387,259 74	.. . . .
General office clerks,	993	677,848 44	\$2 11
Station agents,	557	368,844 32	1 93
Other station men,	1,019	507,914 02	1 58
Enginemen,	1,512	1,474,250 40	3 13
Firemen,	1,542	1,009,956 32	2 13
Conductors,	1,327	1,002,300 16	2 39
Other trainmen,	4,456	2,556,670 34	1 85
Machinists,	1,453	967,921 42	2 03
Carpenters,	1,547	859,594 32	1 75
Other shopmen,	2,262	1,207,997 76	1 72
Section foremen,	511	350,637 68	2 22
Other trackmen,	4,252	1,651,354 00	1 24
Switchmen, flagmen and watchmen,	1,439	620,439 77	1 45
Telegraph operators and dispatchers,	900	540,986 04	1 64
Employees—account floating equipment,	739	413,369 52	2 30
All other employees and laborers,	7,096	3,312,961 40	1 56
Total,	31,759	\$17,850,305 65	\$1 82
Distribution of above:			
General administration,	1,087	\$1,065,108 18	\$2 99
Maintenance of way and structures,	5,243	2,324,217 44	1 40
Maintenance of equipment,	5,890	3,220,138 64	1 77
Conducting transportation,	19,539	11,240,841 39	1 88
Total,	31,759	\$17,850,305 65	\$1 82

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for tonnage, number passengers, number trains, mileage, number cars.	COLUMN FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic :				
Number of passengers carried earning revenue,	26,769,122			
Number of passengers carried one mile,	349,610,436			
Average distance carried,	13.06			
Total passenger revenue,		6,461,532	75	
Average amount received from each passenger,			24	138
Average receipts per passenger per mile,			01	848
Passenger earnings per mile of road,		3,235	35	
Passenger earnings per train mile,			70	210
Freight traffic :				
Number of tons carried of freight earning revenue,	35,067,515			
Number of tons carried one mile,	3,816,648,259			
Average distance haul of one ton,	108.83			
Total freight revenue,		34,640,519	98	
Average amount received for each ton of freight,			98	782
Average receipts per ton per mile,				908
Freight earnings per mile of road,		15,881	92	
Freight earnings per train mile,		1	73	566
Passenger and freight :				
Passenger and freight earnings,		41,697,249	86	
Passenger and freight earnings per mile of road,		19,117	27	
Expense per mile of road,		11,756	25	
Total earnings per mile of road, including mails, express, etc.,		19,183	98	
Train mileage :				
Miles run by passenger trains,	10,050,918			
Miles run by freight trains,	19,958,079			
Total mileage of trains earning revenue,	30,008,997			
Miles run by switching trains,	9,952,178			
Miles run by construction and other trains,	1,433,644			
Grand total train mileage,	41,394,819			

FREIGHT TRAFFIC MOVEMENT.—(Approximated.)

COMPANY'S MATERIAL EXCLUDED.

COMMODITY.	Freight originating on this road.	Freight received from connecting roads and other carriers.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
Products of agriculture :	Whole tons.	Whole tons.		
Grain,	425,963	549,836	975,799	2.79
Flour,	233,977	281,591	515,568	1.47
Other mill products,	167,425	52,203	219,628	.63
Hay,	189,307	33,391	222,698	.63
Tobacco,	14,080	1,500	15,580	.04
Cotton,		15,283	15,283	.04
Fruit and vegetables,	177,123	19,103	196,226	.56
Other agricultural products,	3,336	27,000	30,336	.09
Products of animals :				
Live stock,	92,966	92,439	185,405	.53
Dressed meats,		109,246	109,246	.31
Other packing-house products,	11,086	11,571	22,657	.06
Poultry, game and fish,	59,739	25,000	84,739	.24
Wool,	5,000	12,836	17,836	.05
Hides and leather,	20,000	29,991	49,991	.15
Products of mines :				
Anthracite coal,	18,056,818	951,656	19,008,474	54.21
Bituminous coal,		2,228,842	2,228,842	6.36
Coke,		568,880	568,880	1.62
Ores,	741,717	422,480	1,164,197	3.32
Stone, sand and other like articles,	995,367	335,000	1,330,367	3.79
Products of forest :				
Lumber,	972,695	312,420	1,285,115	3.66
Bark,	23,800	10,125	33,925	.09
Manufactures :				
Petroleum and other oils,	15,000	251,548	266,548	.77
Sugar,	49,987	7,500	57,487	.17
Naval stores,	15,489	4,134	19,623	.06
Iron, pig and bloom,	856,147	253,903	1,110,050	3.17
Iron and steel rails,	159,785	38,360	198,145	.57
Other castings and machinery,	153,664	110,000	263,664	.75
Bar and sheet metals,	470,116	57,064	527,180	1.50

FREIGHT TRAFFIC MOVEMENT—Continued.

COMMODITY.	Freight originat- ing on the road.	Freight received from connect- ing roads and other carriers.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
Cement, brick and lime,	411,388	90,000	501,388	1.43
Agricultural implements,	2,626	3,800	6,426	.02
Wagons, carriages, tools, etc.,	6,560	12,761	19,321	.05
Wines, liquors and beers,	32,366	39,540	71,906	.20
Household goods and furniture,	14,054	18,009	32,064	.09
Merchandise,	481,521	553,926	1,035,447	2.95
Miscellaneous, other commodities not men- tioned above,	1,175,684	1,501,800	2,677,484	7.63
Total tonnage,	26,034,786	2,032,729	35,067,515	100.00

DESCRIPTION OF EQUIPMENT.

ITEM.	Number added during year.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		CARS FITTED WITH AUTO- MATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Locomotives:						
Passenger,	1	293	293	Westinghouse,		
Freight,	43	738	364	do.		
Switching,	5	162	61	do.		
Total,	49	1,193	718			
Cars in passenger service:						
First-class passenger cars,	10	374	374	Westinghouse,	374	Miller.
Second-class passenger cars,	1	164	164	do.	164	do.
Combination passenger cars,	12	142	142	do.	142	do.
Emigrant cars,		2	2	do.	2	do.
Baggage, express and postal cars,	3	137	137	do.	137	do.
Other cars in passenger service,	6	9	9	do.	9	do.
Total,	18	828	828		828	
Cars in freight service:						
Box cars,	787	14,354	900 5,246	New York, . . . Westinghouse,	23 5 4,050 2,007 306 1,000 3 267 18 45	Van Dorston. Fox. Janney. Gould. Thurmond. Mather. Van Dorston. Gould. Janney. Thurmond.
Flat cars,	323	4,928	2	do.	400 2,521 48 101	Mather. Gould. Gould. Janney.
Stock cars,	121	736	305	New York, . . .		
Coal cars,	623	41,657	100	do.		
Refrigerator cars,	12	369	2	New York, . . .		
Other cars,	91	410	149	Westinghouse,		
Total,	1,775	62,454	6,706			
Cars in company's service:						
Gravel cars,	30	816		Westinghouse,		
Derrick cars,	4	69	14	do.	99	Van Dorston.
Caboose cars,	78	586	10	do.	5	Johnson.
Other cars,	45	985	169	do.	4	Miller.
Total,	97	2,456	193			
Cars contributed to fast freight line service:						
Box cars,	200	453				
Total owned,	2,090	66,191	7,727			
Cars leased,	2,665	19,287	267	Westinghouse,	267 14,094 643 20	Miller. Van Dorston. Johnson. Chicago.
Engines leased,	13	254	113	do.		
Grand total cars,	575	85,478	7,994		26,845	

MILEAGE.

MILEAGE OF ROAD BY COMPANY MAKING OPERATING REPORT.

LINE IN USE.	Main line owned.	Branch line owned.	Line operated un- der lease, con- tract or other- wise.	Total mileage op- erated.	Total mileage op- erated in Penn- sylvania.	New line con- structed during year.	RAILS.		AVERAGE WEIGHT OF RAIL PER YARD.	
							Iron.	Steel.	Iron.	Steel
Miles of single track,	98.40	228.60	1,580.83	1,907.83	1,354.18	.....	196.04	1,711.79	56-60	70-78
Miles of second track,	98.40	69.80	735.60	903.80	569.91	.....	86.91	816.89	.....	.....
Miles of yard track, sidings, and spurs,	234.20	195.70	1,131.60	1,561.50	1,276.70	.....	653.01	908.49	.....	.....
Total mileage operated (all tracks),	431.00	494.10	3,448.03	4,373.13	3,200.79	140.75	935.96	3,437.17	.....	.....

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
KIND.	Tons.	Weight per yard.	Average price per ton at distributing point.	KIND.	Number.	Average price at dis- tributing point.
Steel,	5,307.36	76-90	\$30 00	White oak and chestnut, ..	990,327	\$55 38

ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	EMPLOYES.							
	TRAINMEN.		SWITCHMEN, FLAGMEN AND WATCHMEN.		OTHER EMPLOYES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling,	24	608	.....	1	1	10	25	619
Falling from trains and engines,	26	172	.....	.....	4	17	30	189
Overhead obstructions,	2	25	.....	.....	.....	.....	2	25
Collisions,	10	67	.....	.....	1	7	11	74
Derailements,	3	12	.....	.....	.....	.....	4	12
Other train accidents,	11	9	.....	.....	.....	.....	11	9
At highway crossings,	1	.....	4	3	.....	.....	7	3
At stations,	2	.....	.....	1	.....	.....	2	3
Other causes,	16	58	1	2	24	35	41	95
Total,	95	951	5	7	33	71	133	1,029

ACCIDENTS TO PERSONS—Continued.

KIND OF ACCIDENT.	PASSENGERS.		OTHERS.					
			TRESPASSERS.		NOT TRES-PASSING.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions.	6	35	1	1	1	1	1	2
Derailments.	1	1	1	1	1	1	1	1
At highway crossings.	1	1	1	1	27	55	29	55
At stations.	4	18	1	1	1	3	2	4
Other causes.	1	6	123	113	4	4	127	122
Total.	12	59	128	121	32	63	160	184

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone.	282	1,323
Number iron.	680	
Number wooden.	467	
Number combination.	2	
Trestles:		
Number.	425	412
Aggregate length (feet).	66,225	55,544
Tunnels:		
Number.	14	
Maximum length (feet).	4,829	
Minimum length (feet).	176	
Aggregate length of all tunnels (feet).	2,370	
Telegraph:		
Miles of line operated by Philadelphia, Reading and Pottsville Telegraph Company.	1,951.18	
Miles of wire operated by Philadelphia, Reading and Pottsville Telegraph Company.	7,371.80	
Gauge of track.		4 ft. 8 1-2 in.

PHILADELPHIA AND READING TERMINAL RAILROAD COMPANY.

Date of organization: April 13, 1888.
By what authority incorporated: Pennsylvania Act for the formation and regulation of railroad corporations, April 4, 1863, and supplements.
Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. J. Antelo.	Philadelphia, Pa.,	First Monday in May, 1894.
Thomas McKean.	Philadelphia, Pa.,	do. do.
E. P. Wilbur.	Philadelphia, Pa.,	do. do.
Joseph F. Sinnott.	Philadelphia, Pa.,	do. do.
James Boyd.	Norristown, Pa.,	do. do.
J. Lowber Welsh.	Philadelphia, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: May 1, 1893.
Postoffice address of general office: Reading Terminal Building, Philadelphia, Pa.
Postoffice address of operating company: Reading Terminal Building, Philadelphia, Pa.

OFFICERS.		
TITLE.	NAME.	ADDRESS.
President,	Joseph S. Harris,	Philadelphia.
Secretary,	W. R. Taylor,	do.
Treasurer,	W. A. Church,	do.
Comptroller,	Daniel Jones,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.					
NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Philadelphia and Reading Terminal railroad.	Ninth and Fairmount avenue and Broad and Noble streets, Philadelphia, Pa.	Twelfth and Market streets, Philadelphia, Pa.	Philadelphia and Reading Railroad Company.	1.32	1.32

Leased to the Philadelphia and Reading Railroad Company for 999 years, from May 1, 1891. Lessee pays all expenses of operation and in addition a minimum rental of \$600,000.00 per annum, to be applied by the trustees to the payment of taxes and interest on bonds issued by the lessee for construction of the Philadelphia and Reading Terminal Company's road and buildings.

GENERAL BALANCE SHEET.					
DR.			CR.		
Cost of road,	\$8,981,548 30		Capital stock,	\$3,500,000 00	
Bonds of other companies owned, . .	1,204,760 64		Funded debt,	9,616 67	
Cash and current assets,	597,212 86		Current liabilities,	2,273,905 13	
Total,	\$10,783,521 80		Total,	\$10,783,521 80	

IMPORTANT CHANGES DURING THE YEAR.
6.633 miles of track put in operation.

CHARACTERISTICS OF ROAD.		
	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA
Bridges:		
Number stone,	7	7
Number iron,	6	6
Telegraph:		
Miles of line operated by Philadelphia, Reading and Pottsville Telegraph Company.	1.32	1.32
Gauge of track,	4 ft. 8 1-2 in.	

PHILADELPHIA AND TRENTON RAILROAD COMPANY.

Date of organization: June 9, 1832.
By what authority incorporated: State of Pennsylvania, February 23, 1832, February 9, 1835, April 13, 1838, April 16, 1838, March 23, 1839, March 17, 1840, June 13, 1842, April 16, 1844, April 16, 1848, May 2, 1855, May 25, 1859, May 29, 1859, April 28, 1864, March 11, 1869.
Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
G. M. Dorrance.	Philadelphia, Pa.	February 21, 1894
G. B. Roberts.	Philadelphia, Pa.	do.
Alexander Biddle.	Philadelphia, Pa.	do.
N. P. Shortridge.	Wynnewood, Pa.	do.
Alexander M. Fox.	Philadelphia, Pa.	do.
W. H. Wilson.	Philadelphia, Pa.	do.
H. H. Houston.	Philadelphia, Pa.	do.
Frank Thomson.	Philadelphia, Pa.	do.
Amos R. Little.	Philadelphia, Pa.	do.
John P. Green.	Philadelphia, Pa.	do.
Henry D. Welsh.	Philadelphia, Pa.	do.
George Wood.	Philadelphia, Pa.	do.

Date of last meeting of stockholders for election of directors: February 15, 1893.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	W. H. Wilson.	Philadelphia, Pa.
Secretary.	James R. McClure.	do.
Treasurer.	John M. Wood.	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Philadelphia and Trenton Railroad Company.	Philadelphia, Pa.	Morrisville, Pa.	Pennsylvania Railroad Company, lessee.	26.50	26.50

Lease dated June 30, 1871, from the United New Jersey Railroad and Canal Company, and the Philadelphia and Trenton Railroad Company, to the Pennsylvania Railroad Company, for and during the term of 999 years, at a yearly rental of ten dollars per share on the outstanding capital stock (not including 7,650 shares owned by the United Companies) The lessee to maintain and operate the railroad and keep same in thorough repair and condition, paying all assessments, taxes, charges, transit duties and impositions whatever that may be imposed or laid.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	\$3,829,991 52	Capital stock.	\$1,259,100 00
Stocks of other companies owned.	151,455 56	Current liabilities.	1,971,993 52
		Profit and loss.	750,553 56
Total.	\$3,981,447 08	Total.	\$3,981,447 08

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges :		
Number stone.	10	10
Number iron.	14	14
Number wooden.	2	2
Telegraph :		
Miles of line owned by this company.	26.42	26.42
Miles of wire owned by this company.	327.39	327.39
Miles of line operated by Pennsylvania Railroad Company, lessee.	26.42	26.42
Miles of wire operated by Pennsylvania Railroad Company, lessee.	327.39	327.39

Gauge of track. 4 ft. 9 in.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAIL-ROAD COMPANY.

Date of organization: April 2, 1831.

By what authority incorporated: The Philadelphia, Wilmington and Baltimore Railroad Company is a corporation organized under the laws of the States of Pennsylvania, Delaware and Maryland.

If a consolidated company, name the constituent companies: The present Philadelphia, Wilmington and Baltimore Railroad Company is a consolidated company, formed by the merger under date of March 28, 1877, under authority of an Act of Pennsylvania of May 16, 1861, and an Act of Delaware of February 22, 1877, of the Philadelphia, Wilmington and Baltimore Railroad Company, New Castle and Frenchtown Turnpike and Railroad Company, chartered by Act of the State of Delaware of February 7, 1829, New Castle and Wilmington Railroad Company, chartered by Act of the State of Delaware of February 9, 1839, and the Southwark Railroad Company, chartered by Act of the State of Pennsylvania of April 2, 1831.

The Philadelphia, Wilmington and Baltimore Railroad Company which was a party to that consolidation, was organized February 5, 1838, by the consolidation under authority of an Act of Delaware of February 4, 1833, and an Act of Maryland of January 20, 1833, and an Act of Pennsylvania of December 19, 1837 of the following companies: (1.) The Philadelphia and Delaware County Railroad Company, chartered by Act of the State of Pennsylvania of April 2, 1831; name changed to Philadelphia, Wilmington and Baltimore Railroad Company by Act of March 14, 1836. (2.) The Wilmington and Susquehanna Railroad Company, chartered by Act of the State of Delaware of January 18, 1832, into which the Delaware and Maryland Railroad Company chartered by Act of the State of Maryland of March 14, 1832 had been merged, by authority of Act of Delaware of February 4, 1833, Act of Delaware of July 24, 1835, and Act of Maryland of March 14, 1836. (3.) The Baltimore and Port Deposit Railroad Company, chartered by Act of Maryland of March 5, 1832.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
George B. Roberts,	233 South Fourth street, Philadelphia,	January 8, 1894.
Jacob Tome,	Port Deposit, Md.,	do.
William Sellers,	1600 Hamilton street, Philadelphia,	do.
Frank Thomson,	233 South Fourth street, Philadelphia,	do.
John P. Green,	233 South Fourth street, Philadelphia,	do.
Henry D. Welsh,	Wissahickon Heights, Philadelphia,	do.
B. B. Comegys,	Philadelphia National Bank,	do.
Benjamin F. Newcomer,	15 and 16 Spear's Wharf, Baltimore, Md.,	do.
Edward Lloyd,	Tunis Mills, Talbot county, Md.,	do.
Skipwith Wilmer,	207 North Calvert street, Baltimore, Md.,	do.
E. T. Warner,	Wilmington, Del.,	do.
German H. Hunt,	233 East German street, Baltimore, Md.,	do.
N. Parker Shortridge,	Wynnewood, Montgomery county, Pa.,	do.
Preston Lea,	Wilmington, Del.,	do.
John Cassels,	Washington, D. C.,	do.

Date of last meeting of stockholders for election of directors: Monday, January 9, 1893.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	George B. Roberts,	233 South Fourth street, Philadelphia.
Assistant to President,	Samuel Rea,	do. do.
First Vice-President,	Frank Thomson,	do. do.
Second Vice President,	John P. Green,	do. do.
Third Vice President,	Charles E. Pugh,	do. do.
Secretary,	John C. Sims,	do. do.
Assistant to Secretary,	D. S. Newhall,	do. do.
Treasurer,	Robert W. Smith,	do. do.
Chief of Motive Power,	Theo. N. Ely,	do. do.
Chief Engineer,	Wm. H. Brown,	do. do.
General Solicitor,	John Scott,	do. do.
Comptroller,	Robert W. Downing,	do. do.
Assistant Comptroller,	M. Riebenack,	do. do.
General Manager,	S. M. Prevost,	do. do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Philadelphia, Wilmington and Baltimore railroad.	Philadelphia, Pa., . .	Baltimore, Md., . . .	94.89	17.50
Southwark branch,	Broad street station, Philadelphia.	Dock street, Philadelphia.	1.71	1.71
Brandywine branch,	Landlith, Del., . . .	Augustine Mill, Del., .	2.14	2.14
Newark and Delaware City branch.	Newark, Del.,	Delaware City, Del., .	11.79	11.79
New Castle and Wilmington branch.	Delaware Junction, Del.,	Shellpot Crossing, Del.,	0.96	0.96
Linwood branch,	Near Linwood, Pa., . .	Marcus Hook, Pa., . .	0.57	0.57
Lamokin Run branch,	Lamokin, Pa.,	Junction South Chester railroad, Pa., .	0.49	0.49
Shellpot branch,	Edgemoor, Del., . . .	Near Newport, Del., .	5.30	5.30
Total,			22.96	2.77
Delaware railroad—Main line. . . .	Shellpot Crossing, Del.	Delmar, Del.,	95.22	95.22
New Castle Cut-off,	Junction Crossing branch, Del.,	New Castle, Del., . .	5.51	5.51
Branch,	Townsend, Del., . . .	Masseys, Md.,	9.25	9.25
Branch,	Clayton, Del.,	Smyrna, Del.,	1.29	1.29
Branch,	Seaford, Del.,	Near Oak Grove, Del.,	5.73	5.73
South Chester railroad,	Chester, Pa.,	Crescent Oil Works, Pa.,	2.72	2.72
Delaware and Chesapeake railway.	Clayton, Del.,	Oxford, Md.,	54.30	54.30
Queen Anne and Kent railroad, . .	Masseys, Md.,	Centreville, Md., . .	25.90	25.90
Cambridge and Seaford railroad, . .	Near Oak Grove, Del.,	Cambridge, Md., . . .	27.4	27.4
Delaware, Maryland and Virginia railroad,	Harrington, Del., . .	Rehobeth, Del., . . .	97.53	97.53
	Georgetown, Del., . .	Franklin City, Va., .	43.31	43.31
Baltimore and Potomac railroad, . .	Baltimore, Md., . . .	South End Long Bridge, D. C.,	48.70	48.70
Branch,	Bowie, Md.,	Pope's Creek, Md., . .	1.20	1.20
Catonsville Short Line railroad, . .	London Park, Baltimore.	Claremont stock yards, Baltimore.	3.80	3.80
Washington Southern railway, . . .	London Park, Baltimore.	Catonsville, Md., . .	34.67	34.67
Philadelphia and Baltimore Central railroad—Main line.	Junc. Balto. and Pot. R. R. So. end Long bridge, D. C.,	Quantico, Va., and Branch.	62.62	53.29
Branch,	West Philadelphia, Pa.,	Octoraro Junc. Md., .	9.43	9.43
Branch,	Wawa, Pa.,	West Chester, Pa., .	1.63	1.63
Chester Creek railroad,	Brandywine Summit, Pa.,	Kaoline Works, Pa., .	6.69	6.69
	Lenni, Pa.,	Lamokin, Pa.,	536.74	73.76
Total,			651.59	94.03
Total mileage operated,				

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$15,245,733 89	Capital stock,	\$11,819,350 00
Cost of equipment,	525,581 69	Funded debt,	5,893,593 33
Bonds of other companies owned, . .	2,360,605 35	Current liabilities,	1,962,180 93
Stocks of other companies owned, . .	2,362,892 84	Sinking fund,	512,000 00
Cash and current assets,	548,000 00	Profit and loss,	1,895,794 58
Sinking fund,	3,188 48		
Sundries,	536,921 59		
Materials and supplies,			
Total,	\$22,682,923 84	Total,	\$22,682,923 84

IMPORTANT CHANGES DURING THE YEAR.

Philadelphia, Wilmington and Baltimore Railroad, Main Line, length decreased by change of line, .10 miles; Linwood branch opened, increase, 0.57 miles; Lamokin Run branch opened, increase, 0.49 miles; South Chester Railroad opened, increase, 2.72 miles; Baltimore and Potomac Railroad, by change of line, decrease, 0.02 miles; Claremont branch opened, increase, 1.20 miles; net increase, 4.86 miles.

\$1,066,000.00 4 per cent. registered bonds issued.

Philadelphia, Wilmington and Baltimore Railroad Company sold to Columbia and Port Deposit Railway, the 3.70 miles of road between Perryville and Port Deposit, which had been leased to the Columbia and Port Deposit Railway.

\$700,000.00 6 per cent. registered bonds maturing October 1, 1892, paid off.

Sold during year:

	Par value.
Delaware Railroad Company 4 1-2 per cent. bonds,	\$500,000 00

Securities acquired during the year:

	Par value.
Columbia and Port Deposit Railway stock,	\$100,000 00
Delaware Railroad Company stock,	5,150 00
Philadelphia and Baltimore Central Railroad Company stock,	1,500 00
South Chester Railroad stock, paid second installment,	75,000 00

CONTRACTS, AGREEMENTS, ETC.

Express business done by Adams Express Company under contract.

United States mail carried.

Sleeping cars furnished by Pullman's Palace Car Company, under contract. Pennsylvania Railroad and Pullman Parlor and Dining cars used.

Agreement between the Peninsular Railroad Company of Maryland, the Peninsular Railroad Company of Virginia, consolidated as the New York, Philadelphia and Norfolk Railroad Company. The Philadelphia, Wilmington and Baltimore Railroad Company, and the Pennsylvania Railroad Company, dated May 23, 1882.

Agreement between the Pennsylvania Railroad Company, the Philadelphia, Wilmington and Baltimore Railroad Company and the New York, Philadelphia and Norfolk Railroad Company, dated September 26, 1883.

Agreement between the Baltimore and Potomac Railroad Company, the Philadelphia, Wilmington and Baltimore Railroad Company, G. C. Wilkins receiver; Alexandria and Washington Railroad Company, and the Washington, Ohio and Western Railroad Company, dated January 7, 1885.

Agreement with the Western Union Telegraph Company.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	29	12
Number iron,	48	12
Number wooden,	5	1
Trestles:		
Number,	28	
Aggregate length (feet),	12,273	
Telegraph:		
Miles of line owned by this company,	12.30	
Miles of wire owned by this company,	13.30	
Miles of line operated by this company,	97.85	19.50
Miles of wire operated by this company,	686.32	180.10
Gauge of track,		4 ft. 9 in.

PICKERING VALLEY RAILROAD COMPANY.

Date of organization: April 3, 1869.

By what authority incorporated: Pennsylvania, April 3, 1869.

Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. A. McLeod,	Philadelphia, Pa.,	Second Monday in January, 1894.
John Oberholtzer,	Norristown, Pa.,	do. do.
Samuel Holman,	Chester Springs, Pa.,	do. do.
Francis Hailman,	Chester Springs, Pa.,	do. do.
H. K. Brownback,	Downingtown, Pa.,	do. do.
Morris Fussell,	Chester Springs, Pa.,	do. do.
Daniel Keeley,	Uwchland, Pa.,	do. do.
Jacob Beerhower,	Uwchland, Pa.,	do. do.
Jas. J. Tustin,	Chester Springs,	do. do.
Levi B. Kaler,	Phoenixville, Pa.,	do. do.
Levi Oberholtzer,	Phoenixville, Pa.,	do. do.
Horace Latshaw,	Anselma, Pa.,	do. do.
Jacob Emery,	Chester Springs,	do. do.

Date of last meeting of stockholders for election of directors: January 9, 1893.

Postoffice address of general office: Reading Terminal Building, Philadelphia, Pa.

Postoffice address of operating company: Reading Terminal Building, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	James Boyd,	Norristown, Pa.
Secretary,	Howard Hancock,	Philadelphia, Pa.
Treasurer,	John Welsh,	Philadelphia, Pa.
Comptroller,	Dan'l Jones,	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Pickering Valley Railroad Company.	Phoenixville,	Byers, Pa.,	Philadelphia and Reading Railroad Company.	11.30	11.30

Leased to the Philadelphia and Reading Railroad Company, September 1, 1871, for twenty-nine years.

Lessee pays all expenses of operating and to this company as rental a sum equal to 30 per cent. of the gross receipts.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$481,399 08	Capital stock,	\$95,655 00
Cash and current assets,	139 91	Funded debt,	332,300 00
Profit and loss,	510,182 52	Current liabilities,	557,951 26
		Accrued interest on funded debt not yet payable,	5,815 25
Total,	\$991,721 51	Total,	\$991,721 51

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	3	3
Number wooden,	4	4
Trestles:		
Number,	2	2
Aggregate length (feet),	872	872

Gauge of track, 4 ft. 8 1-2 in.

PINE CREEK RAILWAY COMPANY.

Date of organization: February 17, 1870.

By what authority incorporated: State of Pennsylvania, page 149 pamphlet laws.

Operated by Corning, Cowanesque and Antrim Railway Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Cornelius Vanderbilt,	New York city,	January 8, 1894.
William K. Vanderbilt,	New York city,	do.
Chauncy M. Depew,	New York city,	do.
H. Mc. K. Twombly,	New York city,	do.
George J. Magee,	Watkins, N. Y.,	do.
Anton Hardt,	Wellsboro, Pa.,	do.
M. E. Olmsted,	Harrisburg, Pa.,	do.
William Howell,	Antrim, Pa.,	do.
George F. Baer,	Reading, Pa.,	do.
F. E. Herriman,	Philadelphia, Pa.,	do.
W. D. Kelly,	Philadelphia, Pa.,	do.
Jefferson Harrison,	Wellsboro, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 9, 1893.

Postoffice address of general office: Wellsboro, Pa.

Postoffice address of operating company: Corning, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Henry Sherwood,	Wellsboro, Pa.
Vice President,	George J. Magee,	Corning, N. Y.
Secretary and Treasurer,	E. V. W. Rossiter,	Grand Central Station, New York.
Chief Engineer,	S. J. Hayt, Jr.,	Corning, N. Y.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Pine Creek Railway Company.	Stokesdale Junction, Pa.	Newberry Junction, Pa.	Corning, Cowanesque and Antrim Railway Company.	74.8	74.8

This road is operated by the Corning, Cowanesque and Antrim Railway Company, under contract of lease, dated July 1, 1892, the lessee company paying 30 per cent. of the gross earnings as rental in full under said lease. Lease to terminate on June 30, 1903.

Note—The lease of this company to the Fall Brook Coal Company (as reported in previous annual reports), was terminated and ended on July 1, 1892, and new lease entered into with the Corning, Cowanesque and Antrim Railway Company as above stated.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$1,645,628 08	Capital stock,	\$1,000,000 00
Cash and current assets,	4,662 75	Funded debt,	3,547,000 00
Profit and loss,	236,926 50	Current liabilities,	322,482 58
		Accrued interest on funded debt not yet payable,	17,735 00
Total,	\$4,887,217 33	Total,	\$4,887,217 33

IMPORTANT CHANGES DURING THE YEAR.

\$32,000.00 second mortgage bonds redeemed and cancelled.

CHARACTERISTICS OF ROAD.

Gauge of track, 4 ft. 8 1-2 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: The first mortgage bonds are guaranteed by the New York Central and Hudson River Railroad Company, the Philadelphia and Reading Railroad Company and the Corning, Cowanesque and Antrim Railway Company.

PINE CREEK RAILWAY COMPANY.—FALL BROOK RAILROAD COMPANY, LESSEE AND OPERATOR.

Date of organization: July 1, 1892, "succeeding the Corning, Cowanesque and Antrim Railway Company."

By what authority incorporated: Corning, Cowanesque and Antrim Railway Company, laws of the State of New York, chapter 917; laws of the State of Pennsylvania, May 16, 1861.

Name changed to Fall Brook Railway Company, July 1, 1892, by order Supreme Court, special term, June 21, 1892, at Watkins, N. Y.; By order of Court of Common Pleas of Tioga county, Pennsylvania, April term, 1892, No. 151.

If a consolidated company, name the constituent companies: Blossburg and Corning Railroad Company, Wellsboro and Lawrenceville Railroad Company and Cowanesque Valley Railroad Company, purchased and consolidated into the Corning, Cowanesque and Antrim Railway, January 2, 1873.

Blossburg and Corning Railroad Company; Chapter 191, laws of New York, 1826. Tioga Coal, Iron, Mining and Manufacturing Company was incorporated with powers to construct slackwater navigation. That Act amended by chapter 81, laws 1833, authorizing that company to construct railroad. Chapter 90, laws 1851, the name of company changed to Corning and Blossburg Railroad. The road sold at sheriff's sale and reorganized March 19, 1854, under the General Railroad Laws of the State of New York, passed April 2, 1850, under the name of Blossburg and Corning Railroad Company, wholly in the State of New York.

Wellsboro and Lawrenceville Railroad Company; organized by Act of Legislature of Pennsylvania, approved April 4, 1867. Supplement to the same approved March 20, 1868, further supplement approved May 10, 1871, all in Pennsylvania.

Cowanesque Valley Railroad Company; organized by Act of Legislature of Pennsylvania, approved April 9, 1869. Supplement to same approved March 29, 1871, wholly in State of Pennsylvania.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
George J. Magee,	Watkins, N. Y.,	November 8, 1893.
John Lang,	Watkins, N. Y.,	do.
Daniel Beach,	Watkins, N. Y.,	do.
Daniel C. Howell,	Bath, N. Y.,	do.
Henry Sherwood,	Wellsboro, Pa.,	do.
John Magee,	Watkins, N. Y.,	do.
Duncan S. Ellsworth,	Watkins, N. Y.,	do.

Date of last meeting of stockholders for election of directors: November 22, 1892.

Postoffice address of general office: Pine Creek Railway Company, Grand Central Depot, New York city.

Postoffice address of operating company: Fall Brook Railway Company, lessee, Corning, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	George J. Magee,	Corning, N. Y.
First Vice President,	John Lang,	do.
Second Vice President and General Counsel,	Daniel Beach,	do.
Secretary and Assistant to President,	John Magee,	do.
Treasurer,	John H. Lang,	do.
Chief Engineer,	S. T. Hayt, Jr.,	do.
Auditor,	William Nicholson,	do.
Traffic Manager,	E. F. Kershner,	do.

PROPERTY OPERATED.				
NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Pine Creek railway,	Stokesdale Junction, Pa.	Newberry Junction, Williamsport, Pa.	74.80	74.80

CONTRACTS, AGREEMENTS, ETC.

American Express Company pay first class rates on merchandise freights and mlieage, proportion of one-half of receipts on packages; cars furnished and maintained by Fall Brook Railway Company.

Compensation fixed by the United States Government, for carrying mails, \$5,838.87 per annum.

The Blue Line, Red Line, White Line, Nickel Plate Line, Interstate Line, West Shore and Hcosac Tunnel Line, South West Line, Commercial Express Line and Merchants' Despatch Line.

The Merchants' Despatch Line furnish its own cars at current rates of mileage and commis- sion on all freights secured for the road. All the other lines use cars furnished by the several roads over which they run and receive a pro rate of a fixed through rate.

Beech Creek Railroad trackage on twelve miles south end of road.

Western Union Telegraph Company for use of line and pay one-half of gross receipts.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges;		
Number stone,	5	5
Number iron,	24	24
Number wooden,	20	20
Telegraph:		
Miles of line operated by this company,	75	75
Miles of wire operated by this company,	150	150

Gauge of track, 4 ft. 8 1-2 in.

QUESTIONS FOR GENERAL INFORMATION.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: The Red Line, Blue Line, White Line, Nickel Plate, West Shore, South West Despatch, Commercial Express, Interstate Line and the Mer- chants' Despatch Line.

PITTSBURG AND CASTLE SHANNON RAILROAD COMPANY.

Date of organization: September 21, 1891.
By what authority incorporated: Charter from the State of Pennsylvania, and special Acts dated February 21, 1872 and April 5, 1873.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRA- TION OF TERM.
James M. Bailey,	Pittsburg, Pa.,	February, 1894.
F. B. Strunz,	Pittsburg, Pa.,	do.
James R. Redman,	Allegheny City, Pa.,	do.
H. T. Morris,	Pittsburg, Pa.,	do.
Jacob Geib,	Pittsburg, Pa.,	do.
J. M. Conroy,	Allegheny City, Pa.,	do.
Charles Zugsmith, Jr.,	Allegheny City, Pa.,	do.
J. D. Nicholson,	Pittsburg, Pa.,	do.
P. F. Schuchman,	Pittsburg, Pa.,	do.
D. S. McKallip,	Pittsburg, Pa.,	do.

Date of last meeting of stockholders for election of directors: February 21, 1893.
Postoffice address of general office: Pittsburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Walter Chess,	Pittsburg, Pa.
Vice President,	James M. Bailey,	do.
Secretary,	E. J. Reamer,	do.
Treasurer,	W. A. Edeburn,	do.
Chief Engineer,	S. Schoyer, Jr.,	do.
General Solicitor, Attorney or Counsel,	E. J. Reamer,	do.
Auditor,		

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Pittsburg and Castle Shannon Railroad.	Pittsburg,	Arlington.	6.50	6.50

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$365,038 47	Capital stock,	\$481,400 00
Cost of equipment,	33,276 53	Funded debt,	230,586 96
Lands owned (real estate),	13,137 75	Current liabilities,	56,810 66
Coal lands,	69,931 21	Accrued interest on funded debt not yet payable.	5,000 00
Cash and current assets,	13,557 63		
Other assets:			
Sinking fund,	3,090 00		
Sundries,	155 29		
Profit and loss,	275,610 74		
Total,	\$773,797 62	Total,	\$773,797 62

IMPORTANT CHANGES DURING THE YEAR.

Inclined Plane No. 2, 2,562 feet long and costing \$58,000.00 was put in operation on August 20, 1892.

CONTRACTS, AGREEMENTS, ETC.

Five mail pouches are carried inward and outward once daily, for \$258.20 per annum. The rate has been increased to about \$292.00 from July 1, 1893, for four years.

CHARACTERISTICS OF ROAD.

Bridges:		
Number iron,		2
Trestles:		
Number,		4
Aggregate length (feet),		1,530
Tunnels:		
Number,		1
Aggregate length of all tunnels (feet),		1,700
Telephone:		
Miles of line owned by this company,		6
Miles of wire owned by this company,		24
Miles of line operated by this company,		6
Miles of wire operated by this company,		6
Miles of line operated by others,		6
Gauge of track, forty inches.		

QUESTIONS FOR GENERAL INFORMATION

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Two hundred and seven feet on Carson Coal Incline Plane right of way and tunnel, right of way Incline No. 2, from John H. and James M. Bailey, for \$2,800.00 per year, expires in 1912, if not renewed.

PITTSBURG, CHARTIERS AND YOUGHIOGHENY RAILWAY COMPANY.

Date of organization: October, 1891.

By what authority incorporated: Act approved April 4, 1868.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
James McCrea,	Pittsburg, Pa.,	January, 1894.
John E. Davison,	do.	do.
J. T. Brooks,	do.	do.
J. H. Reed,	do.	do.
John G. Robinson,	do.	do.
James M. Bailey,	do.	do.

Date of last meeting of stockholders for election of directors: January 23, 1893.

Postoffice address of general office: Pittsburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John Newell,	Pittsburg, Pa.
Vice President,	J. H. Reed,	do.
Secretary,	R. T. Hill,	do.
Treasurer,	T. H. B. McKnight,	do.
Accountant,	R. T. Hill,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Pittsburg, Chartiers and Youghiogheny Railway Company.	McKees Rocks, Pa., . .	Beechmont, Pa., . . .	14.35	14.35
	Junction No. 2, . . . .	. . . . .	1.75	1.75
Total mileage operated, . . .	. . . . .	. . . . .	16.10	16.10

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$1,181,191 54	Capital stock,	\$7 0,000 00
Cost of equipment,	216,659 65	Funded debt,	700,000 00
Cash and current assets,	75,535 37	Current liabilities,	32,734 92
		Accrued interest on funded debt not yet payable.	11,800 00
		Profit and loss,	28,851 64
Total,	\$1,473,386 56	Total,	\$1,473,386 56

CONTRACTS, AGREEMENTS, ETC.

This company pays the Pittsburg, Cincinnati, Chicago and St. Louis Railway Company for use of 2.36 miles of track a fixed annual rental of \$2,973.60, and in addition pays the said company a proportional cost of all expenses of renewing, maintaining and perpetuating the track, based upon the proportion which car and engine mileage bears to the total car and engine mileage of both parties over said track.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENN- SYLVANIA.
Bridges :		
Number iron,	6	6
Number wooden,	17	17
Number combination,	1	1
Trestles:		
Number,	6	6
Aggregate length (feet),	1,732	1,732
Tunnels:		
Number,	1	1
Maximum length (feet),	338	338
Telegraph:		
Miles of line owned by this company,	13.94	13.94
Miles of wire owned by this company,	16.21	16.21
Gauge of track,	4 ft. 8 1-2 in.	

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: The general mortgage dated, April 1, 1892, amounting to \$1,000,000.00, provides as follows, viz: That on the first day of April, 1894, and annually on the first day of April thereafter, the company will provide out of its net earnings a sinking fund equal to the aggregate of one per centum on the then outstanding issue of said bonds. The first mortgage bonds amounting to \$320,000.00 are fundable into the general mortgage dated April 1, 1892.

PITTSBURG, CINCINNATI, CHICAGO AND ST. LOUIS
RAILWAY COMPANY.

Date of consolidation: June 10, 1890.
By what authority incorporated: Incorporated under the laws of Pennsylvania, Ohio, Indiana and Illinois, as per copy of agreement of consolidation filed with report for nine months ended June 30, 1891.
If a consolidated company, name the constituent companies: This company is a consolidation, taking effect October 1, 1890, of the Pittsburg, Cincinnati and St. Louis Railway Company, Chicago, St. Louis and Pittsburg Railroad Company, the Cincinnati and Richmond Railroad Company and Jeffersonville, Madison and Indianapolis Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRA- TION OF TERM.
George B. Roberts,	Pbiladelphia, Pa.,	April, 1895.
Frank Thomson,	Philadelphia, Pa.,	April, 1895.
Charles E. Pugh,	Philadelphia, Pa.,	April, 1895.
John P. Green,	Philadelphia, Pa.,	April, 1895.
James McCrea,	Pittsburg, Pa.,	April, 1894.
Thomas D. Messler,	Pittsburg, Pa.,	April, 1894.
William H. Barnes,	Philadelphia, Pa.,	April, 1894.
Henry H. Houston,	Philadelphbia, Pa.,	April, 1897.
J. T. Brooks,	Pittsburg, Pa.,	April, 1897.
John E. Davidson,	Pittsburg, Pa.,	April, 1897.
Briggs S. Cunningham,	Cincinnati, O.,	April, 1896.
George Willard,	Chicago, Ill.,	April, 1896.
William Stewart,	Pittsburg, Pa.,	April, 1896.

Date of last meeting of stockholders for election of directors: April 11, 1893.
Postoffice address of general office: Penn avenue and Tenth street, Pittsburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	George B. Roberts,	Philadelphia, Pa.
First Vice President,	James McCrea,	Pittsburg, Pa.
Second Vice President,	J. T. Brooks,	Pittsburg, Pa.
Third Vice President,	Thomas D. Messler,	Pittsburg, Pa.
Fourth Vice President,	John E. Davidson,	Pittsburg, Pa.
Secretary,	S. B. Liggett,	Pittsburg, Pa.
Assistant to First Vice President,	E. B. Wall,	Chicago, Ill.
Treasurer,	T. H. B. McKnight,	Pittsburg, Pa.
Assistant Treasurer,	M. C. Spencer,	Pittsburg, Pa.
Chief Engineer,	M. J. Becker,	Pittsburg, Pa.
General Counsel,	J. J. Brooks,	Pittsburg, Pa.
Assistant to General Counsel,	L. L. Gilbert,	Pittsburg, Pa.
Comptroller,	John W. Renner,	Pittsburg, Pa.
Assistant Comptroller,	Albert McElevey,	Pittsburg, Pa.
Auditor of—	John M. Lyon,	Pittsburg, Pa.
Freight Receipts,	J. P. Farley,	Pittsburg, Pa.
Passenger Receipts,	James Instan,	Pittsburg, Pa.
Disbursements,	Joseph Wood,	Pittsburg, Pa.
General Manager,		

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Pittsburg division,	Birmingham (South Pittsburg), Pa.	Columbus, O.,	159.42	33.84
Indianapolis division,	Columbus, O.,	Indianapolis, Ind.,	187.11	
	Richmond Junc., Ind.	Anoka Junc., Ind.,	102.22	
Richmond division,	Rendcomb Junc., O.,	Hamilton Junc., O.,	24.47	
	New River Junc., O.,	Indianapolis Division Junction, Ind.,	35.55	
	Ohio State Line.		3.77	
Chicago division,	Bradford Junc., O.,	Chicago, Ill.,	230.98	
	Logansport, Ind.,	Effner, Ind.,	60.19	
Louisville division,	Indianapolis, Ind.,	Jeffersonville, Ind.,	108.40	
Bridgeville and McDonald branch,	Bridgeville, Pa.,	Rend's Mines, Pa.,	7.81	7.81
	Cecil, Pa.,	Bishop, Pa.,	1.09	
New Cumberland branch,	New Cumberland Junction, W. Va.	New Cumberland, W. Va.	10.37	
Cadiz branch,	Cadiz Junction, O.,	Cadiz, O.,	7.85	
New Albany branch,	Jeffersonville, Ind.,	New Albany, Ind.,	4.54	
Jeffersonville branch,	Junction of New Albany branch.	Junction with main line, Jeffersonville, Ind.,	1.47	
Madison branch,	Columbus, Ind.,	Madison, Ind.,	44.90	
Cambridge branch,	Columbus, Ind.,	Cambridge City, Ind.,	63.04	
Steubenville extension,	Pittsburg, Pa.,	Birmingham (South Pittsburg), Pa.	1.23	1.23
Union depot tracks, Columbus, O.,	East end of depot yard.	High street.	.25	
Union railway, Indianapolis, Ind.,	Terminal tracks connecting.	Main line with Union station.	1.01	
Lake Erie and Western railroad,	Indianapolis, Ind.,	Kokomo, Ind.,	54.23	
Cincinnati, Hamilton and Dayton railroad.	Hamilton Junc., O.,	New River Junc., O.,	1.53	
Louisville bridge,	Jeffersonville, Ind.,	Louisville, Ky.,	2.45	
	Columbus, O.,	Cincinnati, O.,	119.35	
Little Miami railroad,	Xenia, O.,	Springfield, O.,	19.31	
	Xenia, O.,	Indiana State Line,	53.34	
Cincinnati Street Connection railway.	Little Miami railroad.	C. C. C. and St. L. railway.	2.49	
	Junction with P., C., C. and St. L. railway 2½ miles west of Birmingham.	Junction with P., F. W. and C. railway at Verner, Pa.	2.75	
Ohio Connecting railway,	Junction with P., C., C. and St. L. railway 2½ miles west of Birmingham.	Junction with main line O. C. railway.	.52	3.27
Chartiers railway,	Mansfield, Pa.,	Washington, Pa.,	22.76	22.76
Chartiers Connecting railway,	Terminus of Chartiers railway.	Terminus of W. and W. R. R.	.72	.72
Washington, Pa.	Wheeling Junction, W. Va.	Benwood, W. Va.,	28.04	
Pittsburg, Wheeling and Kentucky railroad.	Junction with P., C., C. and St. L. railway.	Junction with P., F. W. and C. railway.	2.35	
Englewood Connecting railway,				
Fifty-ninth street, Chicago.				
Total mileage operated,			1,395.51	70.72

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$93,161,827 33	Capital stock,	\$47,988,891 04
Cost of equipment,		Funded debt,	44,648,480 00
Bonds of other companies owned,	62,000 00	Deferred liabilities,	1,039,302 18
Stocks of other companies owned,	307,598 30	Current liabilities,	3,955,993 97
Car trust equipment,	419,480 00	Accrued principal on car trust,	128,920 00
Cash and current assets,	3,220,227 79	Cars not yet payable,	
Other assets:		Accrued interest on funded debt,	536,115 47
Sinking fund,	554,885 02	not yet payable,	
Sundries,	658,540 03	Profit and loss,	495,654 99
Betterments to leased roads,	408,799 13		
Total,	\$98,793,357 65	Total,	\$98,793,357 65

IMPORTANT CHANGES DURING THE YEAR.

The Bridgeville and McDonald branch was extended 1.09 miles from Cecil, Pa., to Bishop, Penn'a.

\$2,513,000.00 consolidated mortgage 4 1-2 per cent. bonds of this company, were issued for construction and equipment. Also, \$50,000.00 of same class of bonds, together with \$15,000.00 of common stock of this company were issued in exchange for Chicago, St. Louis and Pittsburg Railroad Company five per cent. consolidated mortgage bonds surrendered and canceled in accordance with agreement. The interest of these \$50,000.00 of bonds, together with interest on \$393,000.00 of same series, issued during the year ended June 30, 1892, commenced on November 1, 1892, while the interest on the Chicago, St. Louis and Pittsburg Railroad Company bonds surrendered and canceled ceased on different dates, as follows: April 1, 1892, on \$393,000.00, October 1, 1892, on \$50,000.00. The adjustment of interest for the interim is included in the income account and appears as a separate item in the statement of funded debt.

CONTRACTS, AGREEMENTS, ETC.

Express: The Adams Express Company pays this company 40 per cent. of its gross receipts from general traffic and 70 per cent. of its gross receipts from oyster traffic.

Mails: The United States Government pays this company for transportation of mails a fixed rate per mile of road, determined by the extent of actual service performed, based on the weight of mail matter carried for thirty consecutive days during each quadrennial period. Additional compensation is allowed for special fast service and also for postal car service.

Sleeping, Parlor or Dining Car Companies: Pullman's Palace Car Company furnishes its own cars for use on the lines of this company, maintaining the same and collecting from passengers from twenty-five cents to two dollars and a half each for single seat berth, according to distance, in addition to railroad fare collected by this company. In case the cars running between Pittsburg and Indianapolis, via Dayton, fail to earn for the Pullman Company an average of \$7,500.00 per car per annum, this company pays the Pullman Company three cents per car per mile run by its cars, or so much thereof, as may be necessary to increase the average gross earnings to \$7,500.00 per car, per annum. It also furnishes the dining cars run between Pittsburg and Indianapolis, for which this company pays a fixed rental and keeps the cars in repair, the Pullman Company operating them as agent of this company.

Freight or Transportation Lines: The Star Union Line transacts business at current rates, the expenses of conducting the same being borne by the roads over which it operates, in the proportion of the earnings therefrom, of each to the whole. Customary rates are also paid for the use of Union Line cars.

Other Railroad Companies: This company receives and pays rental for use of its tracks, etc., under contract with other companies.

Telegraph Companies: The Western Union Telegraph Company is granted the privilege of use of this company's lines, paying a fixed rental therefor.

Other Contracts: The Union News Company pays a fixed rental for use of privileges granted over this road.

The Travelers' Insurance Company pays a proportion of its gross receipts for privileges and facilities furnished at sundry stations.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENN- SYLVANIA.
Bridges:		
Number stone,	166	20
Number iron,	384	14
Number wooden,	120	3
Trestles:		
Number,	409	7
Aggregate length (feet),	45,545.8	480
Tunnels:		
Number,	12	6
Maximum length (feet),	3,274	2,374
Minimum length (feet),	286	286
Aggregate length of all tunnels (feet),	14,363	5,733
Telegraph:		
Miles of line owned by this company jointly with Western Union Telegraph Company,	1,114.2	30.6
Miles of wire owned by this company,	3,652.5	270.1
Miles of line operated by this company jointly with Western Union Telegraph Company,	1,114.2	30.6
Miles of wire operated by this company,	3,652.5	270.1
Miles of line operated by Western Union Telegraph Company,	22	22
Miles of wire operated by Western Union Telegraph Company,	5,865.9	315
Gauge of track,	4 ft. 9 in.	

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: A sinking fund of one per cent. per annum on bonds outstanding to be paid out of net earnings, and the annual interest on bonds before purchased by said fund, for payment of Pittsburg, Cincinnati Chicago and St. Louis Railway Company's consolidated mortgage, 4 1-2 per cent. bonds. A sinking fund of not less than \$15,000.00 per annum for payment of Jefferson, Madison and Indianapolis Railroad Company, first mortgage 7 per cent. bonds.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Central Traffic Association, Chicago and Ohio River Traffic Association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Star Union Line.

PITTSBURG AND CONNELLSVILLE RAILROAD COMPANY.

Date of organization: June 11, 1846.

By what authority incorporated: State of Pennsylvania, Acts April 3, 1887, April 18, 1843, April 19, 1843, April 3, 1846, April 10, 1846, April 17, 1846, March 15, 1847, March 15, 1847, March 17, 1848, March 20, 1849, March 31, 1853, April 12, 1853, April 13, 1853, April 21, 1853, March 3, 1854, April 6, 1854, April 19, 1854, April 26, 1854, March 2, 1855, March 21, 1855, April 3, 1856, April 11, 1856, January 27, 1857, April 11, 1863, April 14, 1863, August 19, 1864, April 17, 1866.

Operated by The Baltimore and Ohio Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Orland Smith,	Cincinnati, O.,	First Monday of December, 1893.
Alexander Shaw,	Baltimore, Md.,	do. do.
Mendes Cohen,	Baltimore, Md.,	do. do.
Charles Donnelly,	Pittsburgh, Pa.,	do. do.
Findley H. Burns,	Baltimore, Md.,	do. do.
John D. Scully,	Pittsburgh, Pa.,	do. do.
C. L. Fitzhugh,	Allegheny, Pa.,	do. do.
John W. Chalfant,	Allegheny, Pa.,	do. do.
George A. Berry,	Pittsburgh, Pa.,	do. do.
William Metcalf,	Pittsburgh, Pa.,	do. do.
W. J. Voorhead,	Pittsburgh, Pa.,	do. do.
W. H. Koontz,	Somerset, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: January 3, 1893.

Postoffice address of general office: Pittsburg, Pa.

Postoffice address of operating company: Pittsburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Orland Smith,	Cincinnati, O.
Secretary,	J. B. Washington,	Pittsburg, Pa.
Treasurer,		
Auditor,		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Penn'a.
	From—	To—			
Pittsburg and Connellsville Railroad Company.	Pittsburg, Pa.	Mt. Savage Junc., Md.	Baltimore and Ohio Railroad Company.	146.70	144.40
Hickman Run branch. . . .	Hickman Run Junc., Pa.	Cora Mines, Pa.	Baltimore and Ohio Railroad Company.	2.10	2.10
Total mileage.				148.80	146.50

The Pittsburg and Connellsville Railroad Company was leased by the Baltimore and Ohio Railroad Company, for a period of fifty years, from January 1, 1876, which lease is renewable at the option of the Baltimore and Ohio Railroad Company.

The lessees agree at all times during the term of the lease to work, use, manage, maintain, operate and keep in public use the Pittsburg and Connellsville Railroad, with the appurtenances, and to apply the receipts as follows: To operating and keeping in repair said road and its property. To payment of interest on consolidated mortgage bonds. If, however, during any year, the receipts are not sufficient to meet the expenses, the deficit to be made up from receipts of subsequent years. If the receipts exceed the expenses, the remainder is to be paid to the Pittsburg and Connellsville Railroad Company, the lessor.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$15,198,069 70	Capital stock,	\$1,956,091 05
Cost of equipment,	1,734,411 53	Funded debt,	20,718,224 00
Bonds of other companies owned,	1,751,000 00	Current liabilities,	4,764,137 22
Stocks of other companies owned,	1,052,239 63		
Cash and current assets,	151,031 03		
Sinking fund,	467,044 00		
Trustees' stock,	435 71		
Investment account sinking fund,	45,893 23		
Profit and loss,	7,038,327 44		
Total,	\$27,438,452 27	Total,	\$27,438,452 27

CHARACTERISTICS OF ROAD.

	OF WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	4	4
Number iron,	57	54
Number wooden,	5	5
Trestles:		
Number,	10	10
Aggregate length, (feet),	1,178	1,178
Tunnels:		
Number,	4	4
Maximum length, (feet),	4,775	4,775
Minimum length (feet),	118	118
Aggregate length of all tunnels (feet),	7,418	7,448
Telegraph:		
Miles of line operated by Western Union Telegraph Company,	143.80	144.40
Miles of wire operated by Western Union Telegraph Company,	446.40	433.20
Gauge of track,	4 ft. 8 3/4 in.	

PITTSBURG, FORT WAYNE AND CHICAGO RAILWAY COMPANY.

Date of organization: February 26, 1862.

If a consolidated company, name the constituent companies: Ohio and Pennsylvania Railroad Company chartered in Ohio, February 24, 1848, chartered in Pennsylvania, April 11, 1848; Ohio and Indiana Railroad Company, chartered in Ohio, March 20, 1850, chartered in Indiana, January 15, 1851; Fort Wayne and Chicago Railroad Company, chartered in Indiana, September 22, 1852, chartered in Illinois, February 5, 1853. Consolidation completed, August 1, 1856.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Charles Lanier,	New York city.	At annual election, 1896.
Henry Amy,	New York city.	At annual election, 1896.
William C. Egleston,	New York city.	At annual election, 1896.
John S. Kennedy,	New York city.	At annual election, 1897.
George B. Roberts,	Philadelphia, Pa.,	At annual election, 1895.
John N. Hutchinson,	Philadelphia, Pa.,	At annual election, 1894.
Charles E. Speer,	Pittsburg, Pa.,	At annual election, 1897.
James McCrear,	Pittsburg, Pa.,	At annual election, 1896.
John Sherman,	Mansfield, Ohio,	At annual election, 1895.
L. B. Harrison,	Cincinnati, Ohio,	At annual election, 1895.
William Hooper,	Cincinnati, Ohio,	At annual election, 1894.
Edward P. Williams,	Fort Wayne, Ind.,	At annual election, 1897.
Levi Z. Leiter,	Chicago, Ill.,	At annual election, 1894.

Date of last meeting of stockholders for election of directors: May 17, 1893.

Postoffice address of general office: Pittsburg, Pa. Lock box 340.

Postoffice address of operating company: Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Charles Lanier,	No. 17 Nassau street, New York city.
Secretary,	John J. Haley,	Penn avenue and Tenth street.
Treasurer,		Pittsburg, Pa., Lock Box 340.
General Solicitor, Attorney or Counsel,	Wheeler H. Peckham,	New York city.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Pittsburg, Fort Wayne and Chicago railway.	Pittsburg, Pa.	Chicago, Ill.,	Pennsylvania Railroad Company.	469.89	48.74

Leased to the Pennsylvania Railroad Company for a term of 999 years, from July 1, 1869, at a rental equivalent to interest on bonds, \$104,100.00, per annum, to sinking fund—being one per cent. of debt—seven per cent. dividend on stock, and a sum sufficient to maintain the organization of the company.

The lessee to keep the road in repair, pay taxes, expenses, etc. Guaranteed special stock is issued to the lessee company in payment for betterments made to the railway.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$35,478,311 64	Capital stock,	\$34,567,616 31
Cost of equipment,	10,669,493 35	Funded debt,	12,410,000 00
Cash and current assets,	726,232 78	Current liabilities,	657,308 15
Materials and supplies transferred to lessee company, July 1, 1869,	463,724 84	Accrued interest on funded debt not yet payable,	60,725 00
Miscellaneous securities held by trustees,	502,133 85	Unsurrendered bonds,	1,100,000 00
Other assets:		Profit and loss,	8,055,496 81
Sinking fund,	7,906,249 81		
Pennsylvania Railroad Company, lessee—Bonds paid under article second of lease, not yet surrendered to this company,	1,100,000 00		
Total,	\$56,851,146 27	Total,	\$56,851,146 27

IMPORTANT CHANGES DURING THE YEAR.

\$479,041.53 guaranteed special stock issued to the Pennsylvania Railroad Company, lessee, in payment for betterments.

PITTSBURGH, FORT WAYNE AND CHICAGO RAILWAY COMPANY—PENNSYLVANIA COMPANY OPERATING.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Pittsburgh, Fort Wayne and Chicago railway.	Pittsburgh, Pa. . . .	Chicago, Ill.,	468.82	48.74
Cummings branch,	South Chicago, Ill.,	Cummings, Ill., . . .	1.57	.....
Total, . . . . .	.....	.....	469.89	48 74

CONTRACTS, AGREEMENTS, ETC.

Express Companies: The Adams Express Company pays this company 40 per cent. of its gross receipts from general traffic and 70 per cent. of its gross receipts from oyster traffic.

Mails: The compensation for transportation of mails is a fixed annual rate per mile of road, decided by the extent of the service performed, based upon the actual weight of mails carried for thirty consecutive days during each quadrennial period.

Sleeping, Parlor or Dining Car Companies: Pullman's Palace Car Company furnishes its own cars for use over this road, maintaining the same and collecting from passengers twenty-five cents to two dollars and fifty cents each, for single seat or berth, according to distance, in addition to the regular railroad fare collected by this company. In case the cars running between Pittsburg and Toledo fail to earn for the Pullman Company an average of \$7,500.00 per car, per annum, this company pays the Pullman Company three cents per car per mile run, or so much thereof, as may be necessary to increase the average gross earnings to \$7,500.00 per car, per annum. Dining cars are also furnished to run between Pittsburg and Chicago, for which this company pays a fixed rental and keeps the cars in repair; the Pullman Company operating them as agent of this company.

Freight Transportation Companies or Lines: The Star Union Line transacts business at current rates, the expenses of conducting the same being borne by the roads over which it operates, in the proportion of the earnings therefrom of each to the whole. Customary rates are also paid for the use of Union Line cars.

Other Railroad Companies: Rentals are received and paid for use of tracks, etc., under contracts with other companies.

Telegraph Companies: The Western Union Telegraph Company pays a fixed sum for certain telegraph privileges, and also receives a proportion of the telegraph receipts and pays a proportion of the expenses of the telegraph line located on right of way of Pittsburg, Fort Wayne and Chicago Railway Company.

Other Contracts: The Union News Company pays a fixed rental for privileges granted over this road.

The Travelers' Insurance Company pays a proportion of its gross receipts for privileges and facilities granted at sundry stations.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	63	25
Number iron,	169	15
Number wooden,	83	
Number combination,	1	
Trestles:		
Number,	37	
Aggregate length (feet),	3,024	
Telegraph:		
Miles of line operated by this company jointly with Western Union Telegraph Company,	457.1	44.7
Miles of wire operated by this company jointly with Western Union Telegraph company,	2,673	464
Miles of line operated by Western Union Telegraph Company,	391.2	19.3
Miles of wire operated by Western Union Telegraph Company, . . .	7,017.7	744.4
Gauge of track,	4 ft. 9 in.	

QUESTIONS FOR GENERAL INFORMATION.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Trunk Line Association, Central Traffic Association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Star Union Line, Erie Despatch.

PITTSBURGH JUNCTION RAILROAD COMPANY.

Date of organization: August 6, 1881.

By what authority incorporated: A consolidated company formed by merger of two companies. Organized under Act of April 4, 1868.

If a consolidated company, name the constituent companies: Pittsburg Junction Railroad Company, consolidated with Pittsburg Local Railroad Company, December 21, 1881. Latter company was incorporated September, 1880; former in August, 1881.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John W. Chalfant,	Allegheny, Pa.,	Until next election.
C. B. Herron,	Allegheny, Pa.,	do. do.
H. W. Oliver,	Allegheny, Pa.,	do. do.
Jacob Painter, Jr.,	Pittsburgh, Pa.,	do. do.
Reuben Miller,	Pittsburgh, Pa.,	do. do.
Wm. Metcalf,	Pittsburgh, Pa.,	do. do.
John Z. Speer,	Pittsburgh, Pa.,	do. do.
William Vankirk,	Pittsburgh, Pa.,	do. do.
A. E. W. Painter,	Pittsburgh, Pa.,	do. do.
C. L. Fitzhugh,	Pittsburgh, Pa.,	do. do.
Charles F. Mayer,	Baltimore, Md.,	do. do.
Wm. F. Frick,	Baltimore, Md.,	do. do.

Date of last meeting of stockholders for election of directors: October 17, 1892.

Postoffice address of general office: 401 Germania Bank Building, Pittsburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Thomas M. King,	Pittsburgh, Pa.
Vice President,	Wm. Vankirk,	do.
Secretary,	James A. Smith,	do.
Treasurer,	Robert Wardrop,	do.
Engineer of way,	A. M. Sprigg,	do.
Counsel,	Johns McCleave,	do.
Assistant Counsel,	Thomas Herriott,	do.
Auditor,	James A. Smith,	do.
Superintendent,	Robert Finney, Jr.,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Main line,	Laughlins, B. & O. R. R.	Willow Grove, P. & W. railway.	4.47	4.47
River line,	Ninth to Sixteenth and Twentieth streets. Part between Sixteenth not yet laid.	Forty-third street, Pittsburgh, along Allegheny river, and Twentieth streets	2.40	2.40
Total mileage operated,			6.87	6.87

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$3,387,251 32	Capital stock,	\$1,440,000 00
Cost of equipment,	50,834 89	Funded debt,	1,440,000 00
Stocks of other companies owned,	200,000 00	Current liabilities,	366,259 30
		Improvement fund, Pittsburgh Junction Terminal Company,	235,469 06
		Profit and loss,	156,377 85
Total,	\$3,638,106 21	Total,	\$3,638,106 21

CONTRACTS, AGREEMENTS, ETC.

Agreement between Pittsburg Junction Railroad Company, Baltimore and Ohio Railroad Company and Pittsburg and Western Railroad Company.

For interchange of traffic over Pittsburg Junction Railroad and to and from same, as to method of interchange and rates to be allowed Pittsburg Junction Railroad, for each passenger and each loaded car, April 27, 1882.

CHARACTERISTICS OF ROAD.

Bridges:	
Number iron,	3
Number wooden,	2
Trestles:	
Number wooden,	12
Number iron,	3
Length (feet),	2,184
Aggregate length of all trestles (feet),	11,684
Tunnels:	
Number,	1
Minimum length (feet),	2,872
Telegraph:	
Miles of line owned by this company,	4.42
Gauge of track,	4 ft. 8 3/4 in.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental: Name the parties to whom such property belongs: Tract of land at Thirty-sixth street, Pittsburg, belongs to Pittsburg Junction Terminal Company.

PITTSBURGH AND LAKE ERIE RAILROAD COMPANY.

Date of organization: May 11, 1875.
By what authority incorporated: State of Pennsylvania and State of Ohio.
If a consolidated company, name the constituent companies: Pittsburg and Lake Erie Railroad, Youngstown and Pittsburg Railroad, chartered May 15 and April 23, 1877. Consolidated January 5, 1878.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
C. Vanderbilt,	New York, N. Y.,	January 24, 1894.
W. K. Vanderbilt,	New York, N. Y.,	do.
F. W. Vanderbilt,	New York, N. Y.,	do.
H. McK. Twombly,	New York, N. Y.,	do.
E. D. Worcester,	New York, N. Y.,	do.
Jno. Newell,	Chicago, Ill.,	do.
Henry Hice,	Beaver, Pa.,	do.
M. W. Watson,	Pittsburgh, Pa.,	do.
A. E. W. Painter,	Pittsburgh, Pa.,	do.
Jas. M. Bailey,	Pittsburgh, Pa.,	do.
J. H. Reed,	Pittsburgh, Pa.,	do.
J. M. Schoonmaker,	Pittsburgh, Pa.,	do.
D. Leet Wilson,	Pittsburgh, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 23, 1893.
Postoffice address of general office: Corner Sixth avenue and Wood street, Pittsburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Jno. Newell,	Pittsburgh, Pa.
Vice President,	J. H. Reed,	do.
Secretary and Treasurer,	John G. Robinson,	do.
Chief Engineer,	F. E. House,	do.
General Solicitors, Attorney or Counsel,	Knox & Reed,	do.
Auditor,	C. H. Bronson,	do.
General Manager,	Jno. Newell,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Pittsburgh and Lake Erie railroad,	Pittsburgh, Pa.,	Youngstown, O.,	68.00	58.87
New Castle branch,	New Castle, Pa.,	New Castle Junction, Pa.,	2.93	2.93
Pittsburgh, McKeesport and Youghiogheny,	Pittsburgh, Pa.,	New Haven, Pa.,	56.95	90.67
Monongahela division,	Reynoldton, Pa.,	Belle Vernon, Pa.,	27.80	
Dickerson Run branch,	Dickerson Run, Pa.,	Vanderbilt, Pa.,	4.47	
Dawson, Broadford and Mount Pleasant branch, . . . . .	. . . . .	. . . . .	.62	
Broadford branch, . . . . .	. . . . .	. . . . .	.41	
Tyrone Branch, . . . . .	. . . . .	. . . . .	.23	1.92
West Youghiogheny branch, . . . . .	. . . . .	. . . . .	.19	
Youghiogheny Northern,	Broadford Junction, Pa.,	Summit, Pa.,	
Total mileage operated, . . . . .	. . . . .	. . . . .	163.52	154.39

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	\$6,514,897 57	Capital stock.	\$4,000,000 00
Cost of equipment.	2,718,707 49	Funded debt.	4,136,242 00
Bonds of other companies owned.	12,000 00	Current liabilities.	790,658 65
Stocks of other companies owned.	189,849 55	Accrued interest on funded debt not yet payable.	25,000 00
Cash and current assets.	1,095,114 90	Profit and loss.	1,578,668 85
Total.	\$10,530,569 51	Total.	\$10,530,569 51

CONTRACTS, AGREEMENTS, ETC.

American Express: Forty-five dollars per day.

United States Postoffice Department: Rate per mile regulated by weight, paid quarterly.

Wagner Palace Car and Pullman Parlor Car Companies: Two cents per mile.

Western Union Telegraph Company: They to furnish poles, wires, insulators, etc. Railroad Company to set poles and collect charges on commercial business.

Agreement between the Atlantic and Great Western Railroad Company, the Pittsburg and Lake Erie Railroad Company and the Cleveland and Mahoning Valley Railroad Company, dated October 20 1887, providing for a lease of a portion of the track of the Atlantic and Great Western and Cleveland and Mahoning Valley roads, to the Pittsburg and Lake Erie Railroad Company, said tracks being situate in and in the vicinity of Youngstown, Ohio, and providing also for traffic arrangements between the companies.

Contract between the Pittsburg and Lake Erie Railroad Company, the Youngstown and Pittsburg Railroad Company and the Lake Shore and Michigan Southern Railway Company, dated October 20, 1887, providing for traffic arrangements between the said railroad companies.

Articles of merger between the Pittsburg and Lake Erie Railroad Company and the Youngstown and Pittsburg Railroad Company, dated January 5, 1878.

Agreement dated January 20, 1882, between the Lake Shore and Michigan Southern Railway Company, the Pittsburg, McKeesport and Youghiogheny Railroad Company and William H. Vanderbilt, providing for the construction of the Pittsburg, McKeesport and Youghiogheny Railroad.

Agreement dated January 20, 1882, between the Lake Shore and Michigan Southern Railway Company and the Pittsburg and Lake Erie Railroad Company providing for the operation of the Pittsburg, McKeesport and Youghiogheny Railroad, in the interest of the two said companies.

Agreement between the Pennsylvania Railroad Company and the Pittsburg and Lake Erie Railroad Company, dated August 20, 1886, relating to traffic to and from the Connellsville Coke Region, and for switching by the Pennsylvania Railroad Company, of the Pittsburg and Lake Erie Railroad Company, in said region.

Agreement between the Pittsburg and Lake Erie, and the Pittsburg, Chartiers and Youghiogheny Railroad Companies, dated July 14, 1882, relating to track connections and trains between said companies.

Agreement between the Pittsburg and Lake Erie, and the Pittsburg, Chartiers and Youghiogheny Railroad Companies, dated September 4, 1883, relating to the joint operation of connecting tracks.

Agreement between the Pittsburg and Lake Erie and the Montour Railroad Companies dated January 8, 1887, relating to track connections and containing a license to the Montour Company, to run certain trains over the tracks of the Pittsburg and Lake Erie Railroad Company, to tipple erected on the Ohio River for the purpose of shipping coal.

Agreement between the Pittsburg and Lake Erie and the Monongahela Connecting Railroad Companies, relating to traffic arrangements between the said companies, and the rates to be charged by the Monongahela Connecting Railroad Company, for the purpose of transportation of cars over a portion of their line.

Agreement between the New York, Lake Erie and Western, and the Pittsburg and Lake Erie Railroad Companies, dated April 18, 1889, relating to joint traffic arrangements at New Castle, Penn'a.

Agreement dated October 7, 1890, between the Pittsburg and Lake Erie Railroad Company, and the Lake Shore and Michigan Southern Railway Company, providing for the merger and consolidation of the McKeesport and Belle Vernon Railroad Company with the Pittsburg, McKeesport and Youghiogheny Railroad Company.

Agreement dated January 25, 1892, between the Pittsburg, Cincinnati, Chicago and St. Louis Railway Company, the Pittsburg and Lake Erie Railroad Company, the Pittsburg, Chartiers and Youghiogheny Railway Company and the Pittsburg, Virginia and Charleston Railroad Company, relating to the purchase, for joint account and equal division between themselves, of the entire capital stock of the Pittsburg, Chartiers and Youghiogheny Railway Company, by the Pittsburg, Cincinnati, Chicago and St. Louis Railway Company, and the Pittsburg and Lake Erie Railroad Company.

Agreement dated May 26, 1892, between the Pittsburg and Lake Erie Railroad Company, the Beaver and Ellwood Railroad Company, and the Ellwood Connecting Railroad Company, relating to the construction and operation of the Ellwood Connecting Railroad.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges :		
Number stone,	17	.....
Number iron.	43	.....
Telegraph :		
Miles of line operated by this company,	161	152.75
Miles of wire operated by this company,	390	365.25
Gauge of track,	4 ft. 8 1-2 in.	

PITTSBURGH, McKEESPORT AND YOUGHIOGHENY RAIL-ROAD COMPANY.

Date of organization: August 4, 1881.
By what authority incorporated: Act of April 4, 1868, and a supplementary Act of February 19, 1849.
If a consolidated company, name the constituent companies: Pittsburg, McKeesport and Youghiogheny and McKeesport and Belle Vernon, October 7, 1890.
Operated by the Pittsburg and Lake Erie Railroad.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
C. Vanderbilt,	New York, N. Y.,	January 23, 1894.
W. K. Vanderbilt,	New York, N. Y.,	do.
H. McK. Twombly,	New York, N. Y.,	do.
James Tillinghast,	Buffalo, N. Y.,	do.
John Newell,	Chicago, Ills.,	do.
J. H. Reed,	Pittsburgh, Pa.,	do.
J. M. Bailey,	Pittsburgh, Pa.,	do.
J. M. Schoonmaker,	Pittsburgh, Pa.,	do.
M. W. Watson,	Pittsburgh, Pa.,	do.
Henry Hice,	Beaver, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 24, 1893.
Postoffice address of general office: Pittsburg, Pa.
Postoffice address of operating company: Pittsburg and Lake Erie Railroad Company, Pittsburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. H. Reed,	Pittsburgh, Pa.
Vice President,	H. McK. Twombly,	New York, N. Y.
Secretary,	Jno. G. Robinson,	Pittsburgh, Pa.
Treasurer,	C. H. Bronson,	Pittsburgh, Pa.
Auditor,		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Pittsburgh, McKeesport and Youghiogheny.	Pittsburgh, Pa.	New Haven, Pa.	Pittsburgh and Lake Erie railroad.	56.95	56.95
Monongahela Division, . . .	Reynoldston, Pa.	Belle Vernon, Pa.	Pittsburgh and Lake Erie railroad.	27.80	27.80
Dickerson Run branch. . . .	Dickerson Run, Pa.	Vanderbilt, Pa.	Pittsburgh and Lake Erie railroad.	4.47	4.47
Dawson, Broadford and Mt. Pleasant branch, . . . . .				.62	.62
Broadford branch, . . . . .				.41	.41
Tyrone branch, . . . . .				.23	.23
West Youghiogheny branch, . . . . .				.19	.19
Youghiogheny Northern branch,				1.92	1.92
Total,				92.59	92.59

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$7,326,603 21	Capital stock,	\$3,959,650 00
Cost of equipment,	853,046 79	Funded debt,	3,750,000 00
Total,	\$7,709,650 00	Total,	\$7,709,650 00

CONTRACTS, AGREEMENTS, ETC.

American Express Company.

United States Postoffice Department: Based on a rate per mile regulated by weight and paid quarterly.

Western Union Telegraph Company: Contract made May 1, 1884. Telegraph Company to furnish poles, wires, insulators, etc. Railroad Company to set poles and collect charges on commercial messages.

Agreement made July 8, 1884, between the Lake Shore and Michigan Southern, and the Pittsburgh and Lake Erie, and the Pittsburgh, McKeesport and Youghiogheny Railroad Companies, and William K. Vanderbilt, providing for an increase of the bonds and stock of the Pittsburgh, McKeesport and Youghiogheny Railroad Company.

Agreement between the Baltimore and Ohio, the Pittsburgh and Connellsville, and the Pittsburgh, McKeesport and Youghiogheny Railroad Companies, providing for a crossing, and for a lease of a branch line by the Pittsburgh and Connellsville Railroad Company, to the Pittsburgh, McKeesport and Youghiogheny Railroad Company.

Lease of the West Youghiogheny branch of the Pittsburgh and Connellsville Railroad, to the Pittsburgh, McKeesport and Youghiogheny Railroad Company, dated October 6, 1882, to which as parties are the Baltimore and Ohio, and the Pittsburgh and Connellsville, and the Pittsburgh, McKeesport and Youghiogheny Railroad Companies.

Agreement dated August 10, 1882, between the Youghiogheny Northern Railroad Company and the H. C. Frick Coke Company and the Pittsburgh, McKeesport and Youghiogheny Railroad Company, providing for the lease of the Youghiogheny Northern Railroad line to the Pittsburgh, McKeesport and Youghiogheny Railroad Company.

Lease of the Pittsburgh, McKeesport and Youghiogheny Railroad to the Pittsburgh and Lake Erie Railroad Company, dated January 1, 1884.

Agreement dated January 20, 1882, between the Lake Shore and Michigan Southern, and the Pittsburgh and Lake Erie Railroad Companies, and the Pittsburgh, McKeesport and Youghiogheny Railroad Company, and William K. Vanderbilt, providing for the construction of the Pittsburgh, McKeesport and Youghiogheny Railroad.

Agreement dated January 20, 1882, between the Lake Shore and Michigan Southern, and the Pittsburgh and Lake Erie Railroad Companies, providing for the operation of the Pittsburgh, McKeesport and Youghiogheny Railroad in the interests of the two said companies.

Agreement dated October 7, 1890, between the Pittsburgh and Lake Erie Railroad Company and the Lake Shore and Michigan Southern Railway Company providing for the merger and consolidation of the McKeesport and Belle Vernon Railroad Company with the Pittsburgh, McKeesport and Youghiogheny Railroad Company.

CHARACTERISTICS OF ROAD.

Bridges:	
Number stone,	9
Number iron,	41
Number wooden,	5
Trestles:	
Number,	39
Aggregate length (feet),	6,869
Tunnels:	
Number,	1
Maximum length (feet),	1,613
Minimum length (feet),	1,613
Aggregate length of all tunnels (feet),	1,613
Gauge of track,	4 ft. 8 1-2 in.

PITTSBURGH AND MOON RUN RAILROAD COMPANY.

Date of organization: February 10, 1891.

By what authority incorporated: Commonwealth of Pennsylvania.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Robert E. Doolittle,	Moon Run, Pa.,	January 18, 1894.
Jesse H. Sanford,	Mansfield, Pa.,	do.
John S. Casement,	Painesville, Ohio,	do.
A. M. Wilcox,	Painesville, Ohio,	do.
C. S. Wilcox,	Hamilton, Ont.,	do.

Date of last meeting of stockholders for election of directors: January 18, 1893.

Postoffice address of general office: Moon Run, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	P. M. Hitchcock,	Cleveland, Ohio.
Vice President,	N. F. Sanford,	Mansfield, Pa.
Secretary,	R. L. Casement,	Moon Run, Pa.
Treasurer,		Mansfield, Pa.
General Manager,		Mansfield, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road in Pennsylvania.
	From—	To—	
Pittsburgh and Moon Run,	Groveton,	Moon Run,	5
Two sidings—Both in Robinson township, county of Allegheny, Pa.			

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$168,095 84	Capital stock,	\$100,000 00
Cost of equipment,	11,900 00	Funded debt,	100,000 00
Loss,	35,423 16	Current liabilities,	13,419 00
Total,	\$213,419 00	Total,	\$213,419 00

CHARACTERISTICS OF ROAD.

Bridges:		
Number wooden,		15
Telegraph:		
Miles of line owned by this company,		5
Gauge of track,		4 ft. 8 1-2 in.

PITTSBURG, MARION AND CHICAGO RAILWAY COMPANY.

Date of organization: February 13, 1886.

By what authority incorporated: General Laws of Pennsylvania and Ohio.

If a consolidated company, name the constituent companies: The Wampum and State Line Railroad Company, organized under the laws of Pennsylvania, January 2, 1886, and The Pittsburg, Marion and Chicago Railway Company, organized under the laws of Ohio, November 30, 1885.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. S. Gurnee, Jr.,	New York, N. Y.,	Second Monday in January, 1894.
B. Y. Frost,	New York, N. Y.,	do. do.
Chas. Seidler,	New York, N. Y.,	do. do.
Geo. Lord Day,	New York, N. Y.,	do. do.
F. W. Lockwood,	New York, N. Y.,	do. do.
H. M. Curtis,	New York, N. Y.,	do. do.
F. H. Coleman,	Pittsburg, Pa.,	do. do.
J. E. Umbstaetter,	Pittsburg, Pa.,	do. do.
I. F. Mansfield,	Beaver, Pa.,	do. do.
Jas. Charters,	New Lisbon, O.,	do. do.
W. M. Hostetter,	New Lisbon, O.,	do. do.
W. H. Warner,	New Lisbon, O.,	do. do.
N. B. Billingsley,	New Lisbon, O.,	do. do.

Date of last meeting of stockholders for election of directors: Second Monday in January.

Postoffice address of general office, New Lisbon, Ohio.

Postoffice address of operating company: New Lisbon, Ohio.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	*F. N. Lakewood,	New York, N. Y.
Secretary,	+N. B. Billingsley,	New Lisbon, O.
Treasurer,	R. W. Taylor,	New Lisbon, O.
Auditor,	H. M. Curtis,	New York, N. Y.
General Manager,	K. E. Baringer,	New Lisbon, O.
	+O. H. Smith,	New Lisbon, O.
	+N. Wood,	New Lisbon, O.

*Elected March 1, 1893.

+Resigned April 30, 1893.

‡Appointed March 1, 1893.

§Resigned July 20, 1893.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Pittsburg, Marion and Chicago Railway Company.	New Galilee, Pa., . .	New Lisbon, Ohio, . .	25	9.10

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$1,444,646 13	Capital stock,	\$500,000 00
Cost of equipment,	31,679 35	Funded debt,	896,000 00
Cash and current assets,	3,621 28	Current liabilities,	29,554 97
Total,	\$1,479,946 76	Profit and loss,	54,891 79
		Total,	\$1,479,946 76

IMPORTANT CHANGES DURING THE YEAR.

Interest coupons of first mortgage bonds (\$23,760.00), cancelled by mutual consent.

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company: Rates ten to fifteen cents per hundred weight.

United States Mail: Usual terms.

Western Union Telegraph Company owns line jointly with this company. Former receives all revenues.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	2	1
Number wood,	1	
Trestles:		
Number,	18	4
Aggregate length (feet),	4,067	50
Telegraph:		
*Miles of line owned by this company,	25	9.10
*Miles of wire owned by this company,	25	9.10
Gauge of track,	4 ft. 8 1-2 in.	

*Owned and operated jointly by Western Union Telegraph Company and this company.

QUESTIONS FOR GENERAL INFORMATION.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Union Line and Erie Despatch.

PITTSBURG AND NORTHERN RAILROAD COMPANY.

Date of organization: May 1881.

By what authority incorporated: General Railroad Law.

If a consolidated company, name the constituent companies: Pittsburg and Northern Railroad Company, lessee of Evergreen Railroad.

19-9-93.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Solon Humphreys.	New York City, N. Y.	January 8, 1894.
W. H. Singer,	Allegheny, Pa.,	do.
J. V. Patton,	Pittsburg, Pa.,	do.
J. J. Saint,	Pittsburg, Pa.,	do.
J. B. Washington,	Allegheny, Pa.,	do.
J. L. Kirk,	Allegheny, Pa.,	do.
T. J. Crump,	Allegheny, Pa.,	do.
W. H. Duffell,	Pittsburg, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 9, 1893.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Henry W. Oliver.	Allegheny, Pa.
Secretary,	T. J. Crump,	do.
Treasurer,		

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Pittsburg and Northern railroad and Evergreen railway.	Bennetts,	Brookfield,	4	4

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

The Pittsburg and Northern Railroad (and Evergreen Railway), extends from Bennetts to Brookfield (both in Allegheny county), is a suburban road, and has no traffic arrangements with any other company, nor track connection with any other railroad.

Its business is exclusively local and stock is owned by Pittsburg and Western Railway Company, and it is under the management of that company.

This report includes the Evergreen Railway which is operated as a portion of Pittsburg and Northern Railroad.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$150,000 00	Capital stock,	\$150,600 00
Profit and loss,	53,076 17	Current liabilities,	53,076 17
Total,	\$203,076 17	Total,	\$203,076 17

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Trestles:		
Number,	17	17
Aggregate length (feet),	790	790
Gauge of track,	3 feet.	

PITTSBURGH, SHENANGO AND LAKE ERIE RAILROAD COMPANY.

The Pittsburg, Shenango and Lake Erie Railroad Company (the fifth of the same name), was formed March 27, 1893, (agreement of that date filed in Pennsylvania, April 28, and in Ohio, May 18), by the consolidation of The Pittsburg, Shenango and Lake Erie Railroad Company (4), The Conneaut Terminal Railroad Company and The Erie Terminal Railroad Company, under the following Acts of Assembly of Pennsylvania: Act approved March 24, 1865, P. L. page 49, and Act approved April 26, 1870, P. L. page 1274, and under authority of sections 3379 to 3392, both inclusive, of the revised statutes of the State of Ohio.

The Conneaut Terminal Railroad Company, one of the constituent companies, was organized November 18, 1892, under sections 3235 to 3238, both inclusive, of the revised statutes of the state of Ohio.

The Erie Terminal Railroad Company, one of the constituent companies, was organized May 18, 1891, under the Act of Assembly of Pennsylvania, approved April 4, 1868, P. L. page 62.

The Pittsburg, Shenango and Lake Erie Railroad Company (4), was formed October, 1890, by the merger or consolidation of The Pittsburg, Shenango and Lake Erie Railroad Company (3), with the Pittsburg, Butler and Shenango Railroad Company, under authority of the following Acts of Assembly of Pennsylvania: An Act approved March 24, 1865, P. L. page 49, and an Act approved April 26, 1870, P. L. 1870, page 1274.

The Pittsburg, Shenango and Lake Erie Railroad Company (3), was formed June 9, 1888, by the merger or consolidation of The Pittsburg, Shenango and Lake Erie Railroad Company (2), a consolidated Pennsylvania corporation, with The North-eastern Ohio Railroad Company, an Ohio corporation, under authority of the Acts of Assembly of Pennsylvania above referred to, and under authority of the following sections of the revised statutes of the State of Ohio, viz., 3380 to 3392, both inclusive.

The Pittsburg, Butler and Shenango Railroad Company, the constituent company in the first mentioned consolidation, was a corporation formed in February, 1889 by a reorganization of the West Penn and Shenango Connecting Railroad Company (formerly The Connoquenessing Valley Railroad Company), a corporation organized May 3, 1881, under Act of Assembly of Pennsylvania, April 4, 1868.

The West Penn and Shenango Connecting Railroad Company, was sold under decree of foreclosure of mortgage in the court of common pleas of Mercer county, Pennsylvania, in January, 1889, and reorganized by the purchasers under the laws of Pennsylvania as The Pittsburg, Butler and Shenango Railroad Company, in February, 1889.

The North-Eastern Ohio Railroad Company, was organized under the General Railroad Law of Ohio, on February 16, 1888.

The Pittsburg, Shenango and Lake Erie Railroad Company (2), was organized June 8, 1888, by the merger or consolidation of The Pittsburg, Shenango and Lake Erie Railroad Company (1st), with The Erie, Shenango and Pittsburg Railway Company, under authority of the Act of Assembly of Pennsylvania, approved May 16, 1861, page 702.

The Pittsburg, Shenango and Lake Erie Railroad Company (1), the constituent company in said last mentioned consolidation, was a corporation formed on the 23d February, 188, by a reorganization of The Shenango and Allegheny Railroad Company, under Act of Assembly of Pennsylvania, approved May 25, 1878, and its supplements.

The Shenango and Allegheny Railroad Company, above mentioned, formerly The Bear Creek Railroad Company, (name changed by Act of Legislature, approved April 9, 1867), was organized in 1865, under Act of Assembly of Pennsylvania, approved March 20, 1865, pages 429 and 430, and its supplements, as follows: (1), approved April 9, 1867, P. L. 1867, pages 984 and 985. (2), approved April 14, 1870, P. L. 1871, page 1516. (3), approved May 15, 1871, P. L. 1871, pages 871 and 872. (4), approved March 7, 1872, P. L. 1873, page 1012.

The Erie, Shenango and Pittsburg Railway Company, one of the constituent companies of said last mentioned consolidation, was formed by the reorganization of The Ohio River and Lake Erie Railroad Company, under Act of Assembly of Pennsylvania, approved May 25, 1878.

The Ohio River and Lake Erie Railroad Company, above named, was organized under Act of Assembly of Pennsylvania, approved April 4, 1868, P. L. 1868, page 62.

The Shenango and Allegheny Railroad, above mentioned, was reorganized in February, 1888, as The Pittsburg, Shenango and Lake Erie Railroad Company (1), under the laws of Pennsylvania, after foreclosure of mortgage and decree of sale in the circuit court of the United States, Western District of Pennsylvania.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Samuel B. Dick,	Meadville, Pa.,	First Tuesday of April, 1894.
Arthur C. Huidekoper,	Meadville, Pa.,	do. do.
Thomas H. Wells,	Youngstown, Ohio,	do. do.
Allen M. Cox,	Conneaut, Ohio,	do. do.
John E. Reynolds,	Meadville, Pa.,	do. do.
John Dick,	Meadville, Pa.,	do. do.
Schuyler Quackenbush,	New York, N. Y.,	do. do.
Dumont Clark,	New York, N. Y.,	do. do.
Henry M. Dechert,	Philadelphia, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: May 20, 1893.
Postoffice address of general office: Meadville, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel B. Dick,	Meadville, Pa.
Vice President,	Arthur C. Huidekoper,	Meadville, Pa.
Secretary and Auditor,	Phineas E. McCray,	Meadville, Pa.
Treasurer,	Daniel Moore,	Meadville, Pa.
Chief Engineer,	Fred. P. James,	Greenville, Pa.
Counsel,	A. F. Henlein,	Greenville, Pa.
	E. S. Templeton,	Greenville, Pa.
General Manager,	James T. Blair,	Greenville, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
<i>Owned.</i>				
Main line.	Butler, Pa.,	Wallace Junc., Pa.,	106.70	106.70
Hilliard branch.	Branchton, Pa.,	Hilliard, Pa.,	10.30	10.30
Coaltown branch.	Coaltown Junction.	Coaltown, Pa.,	2.40	2.40
Bull Valley branch.	Near Roy, Pa.,	Argentine, Pa.,	3.20	3.20
South branch.	Branchton, Pa.,	Gomersol and Chisholm, Pa.,	5.10	5.10
Reed branch.	Reed, Pa.,	Coal Mines, Pa.,	2.20	2.20
Mercer branch.	Mercer Junc., Pa.,	Mercer, Pa., . . . . .	.80	.80
Filer branch.	Filer, Pa.,	Coal Mines, Pa.,	1.70	1.70
Conneaut branch.	Cranesville, Pa.,	Conneaut Harbor, O.	14.40	9.40
Erie branch.	Cascade, Pa.,	Erie, Pa.,	2.16	2.16
Total main line and branches,			148.96	143.96
Sidings on main line and branches,			25.00	23.00
Total main line, branches and sidings,			173.96	166.96
<i>M. C. L. & L. R. R. Leased.</i>				
Main line.	Meadville, Pa.,	Linesville, Pa.,	20.50	20.50
*Valonia branch.	Meadville, Pa.,	Vallonia, Pa.,	1.20	1.20
Exposition branch.	Lynce's Junc., Pa.,	Exposition, Pa.,	1.20	1.20
Sidings on M. C. L. & L. R. R. leased,			3.00	3.00
<i>Trackage Rights.</i>				
New York Central and St. Louis railroad,	Wallace Junc., Pa.,	Cascade, Pa.,	12.40	12.40
Pittsburgh and Western railway,	P. & W. Junc., Pa.,	Butler, Pa., . . . . .	.50	.50
Total mileage operated,			212.76	205.76

*Vallonia branch not yet in operation.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road and equipment.	\$9,536,609 55	Capital stock.	\$4,800,000 00
Bonds of other companies owned. . .	191,500 00	Funded debt.	4,255,450 70
Stocks of other companies owned. . .	25,000 00	*Current liabilities.	794,657 08
Cash and current assets.	320,868 61	Accrued interest on funded debt	
Profit and loss.	10,629 62	not yet payable.	37,500 00
Total.	\$9,887,607 78	Total.	\$9,887,607 78

*The amount given above as "Current Liabilities," includes \$122,900.53, due on account of equipment. This amount should, perhaps, be included in "Funded Debt," it being understood that it is to be paid from the proceeds of bonds not yet sold.

IMPORTANT CHANGES DURING THE YEAR.

Conneaut Branch, from Cranesville, Pa., to Conneaut Harbor, Ohio, 14.4 miles, was put in operation August 15, 1892.

Branch of Meadville, Conneaut Lake and Linesville Railroad, from Lynce's Junction to Exposition, Pa., (head of Conneaut Lake), 1.2 miles, put in operation in August, 1892.

Branch of Meadville, Conneaut Lake and Linesville Railroad, from Meadville to Vallonia, Pa., 1.2 miles, was partly built during the year for which this report is made, but has not yet been put in operation.

Erie Branch (formerly Erie Terminal Railroad), from Cascade, Pa., (connecting with N. Y., C. and St. L. R. R.), along Twelfth street, into the heart of the City of Erie, Pa., 2.16 miles, was put in operation May 29, 1893. Trains of this company now branch off from the N. Y., C. and St. L. R. R., at Cascade, and run into Erie over this branch, instead of running to the station in that city of the N. Y., C. and St. L. R. R., as they had been doing since June 15, 1891.

As will be seen, this company was formed during the year, by the consolidation of the Pittsburgh, Shenango and Lake Erie Railroad Company, the Conneaut Terminal Railroad Company and The Erie Terminal Railroad Company.

New five per cent. fifty year "consolidated first mortgage" issued, dated July 1, 1893, for \$4,800,000.00 being the amount of the mortgages of the above named constituent companies and \$550,000.00 additional authorized to be issued.

The stock of the constituent companies is exchangeable, and is being exchanged for the stock of the new company at par.

Extensive improvements have been made at Conneaut Harbor, Ohio, during the year.

CONTRACTS, AGREEMENTS, ETC.

The Adams Express Company had charge of the express business prior to June 1, 1893, for which it paid this company a percentage of its gross revenue derived from the transportation of express matter over this road. On June 1, 1893, the express business of this line was transferred to the Wells, Fargo and Company's Express, for which it pays this company a percentage of its gross revenue derived from the transportation of express matter over this road, provided that if the percentage falls below \$10,000.00 per annum that amount is to be paid.

The United States Mails are carried between Butler and Erie, Linesville and Meadville, Branchtown and Hilliard. The annual compensation for carrying same for four years is determined by the Postoffice Department, by the weighing of mails for thirty days in advance, or about the close of each previous quadrennial period.

No sleeping, parlor or dining cars are run regularly on this road and no arrangements have yet been made for same.

In April, 1892, this company became a member of the Nickel Plate Line, Lackawanna Line and Traders' Despatch (fast freight lines), which have since operated over the line of this road.

Under an agreement taking effect June 15, 1891, this company has been running passenger trains over the main line of the New York, Chicago and St. Louis Railroad between Wallace Junction, Pa., and Erie, Pa., 14.2 miles, up to May 29, 1893, and since that date between Wallace Junction, Pa., and Cascade, Pa., 12.4 miles, for which this company pays that company a percentage of the revenue derived from passenger business to and from Erie. Since May 29, 1893, this company has also been running freight trains over the N. Y., C. and St. L. R. R. between Wallace Junction and Cascade, paying that company for each loaded car.

M. C. L and L. R. R. leased to this company for ninety-nine years, from June, 1891, for 25 per cent. of gross earnings.

The Western Union Telegraph Company has charge of the commercial telegraph business on the line of this road.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYL- VANIA.
Bridges:		
Number iron,	5	4
Number wooden,	21	21
Trestles:		
Number,	46	45
Aggregate length (feet),	5,638	5,428
Telegraph:		
Miles of line owned by this company,	135.5	130.5
Miles of wire owned by this company,	154.5	149.5
Miles of line operated by this company,	171	166
Miles of wire operated by this company,	296	291
Miles of line operated by United Pipe Line,	30	30
Miles of wire operated by United Pipe Line,	40	40
Gauge of track,	4 ft. 8 1-2 in	

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Butler, Pa., passenger station, of Pittsburg and Western Railway. Linesville, Pa., station of Pennsylvania Company.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Youngstown and Erie Freight Committees (of local interest only.) While this company is not a member of the Central Traffic Association, it is governed largely by its rulings and regulations.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Traders' Despatch, Nickel Plate Line and Lackawanna Line.

Name of company with which this company has been consolidated, or which has been merged in this company during the year: The following companies were merged in this company during the year: The Pittsburg, Shenango and Lake Erie Railroad Company of 1890; The Conneaut Terminal Railroad Company; The Erie Terminal Railroad Company.

PITTSBURGH, VIRGINIA AND CHARLESTON RAILWAY COMPANY.

Date of organization: October 14, 1868.

By what authority incorporated: Act of April 8, 1867; Act March 31, 1868, Monongahela Valley Railroad Company, April 22, 1869, March 3, 1870, April 16, 1870, May 9, 1871, February 7, 1873; February 4, 1870, title of company changed.

If a consolidated company, name the constituent companies: Brownsville Railroad Company, merged into Pittsburg, Virginia and Charleston Railway Company, April 20, 1880; Pittsburg and White Hall Railroad Company, merged March 27, 1888.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
G. B. Roberts,	Philadelphia,	May 1, 1894.
N. Parker Sbortridge,	Philadelphia,	do.
W. H. Barnes,	Philadelphia,	do.
John P. Green,	Philadelphia,	do.
Wm. L. Elkins,	Philadelphia,	do.
W. J. Howard,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
William A. Patton,	Philadelphia,	do.
A. M. Byers,	Pittsburgh, Pa.,	do.
Charles E. Speer,	Pittsburgh, Pa.,	do.
George V. Lawrence,	Monongahela City, Pa.,	do.
Charles L. Taylor,	Pittsburgh, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 2, 1893.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel Rea,	Philadelphia.
Secretary,	D. P. Corwin,	Pittsburgh.
Treasurer,	Taber Ashton,	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Pittsburgh, Virginia and Charleston railway.	Pittsburgh, .	West Browns-ville.	Pennsylvania Railroad Com-pany.	53.19	53.19
Branches,				19.29	19.29
Total mileage,				72.48	72.48

Leased to the Pennsylvania Railroad Company, for fifty years from April 1, 1882. Rental, net earnings.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$6,288,865 90	Capital stock,	\$2,024,800 00
Cash and current assets,	118,340 13	Funded debt,	3,000,000 00
		Current liabilities,	51,642 69
		Debenture certificates,	1,050,000 00
		Dividend scrip,	3,631 00
		Profit and loss,	277,132 34
Total,	\$6,407,206 03	Total,	\$6,407,206 03

IMPORTANT CHANGES DURING THE YEAR.

\$600,000.00 judgment bonds redeemed.
 \$1,050,000.00 debenture certificates issued.
 \$10,000.00 real estate mortgage satisfied.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	12	12
Number iron,	23	23
Number wooden,	13	13
Trestles:		
Number,	3	3
Aggregate length (feet),	696	696
Tunnels:		
Number,	1	1
Maximum length (feet),	280	280
Minimum length (feet),	280	280
Aggregate length of all tunnels (feet),	280	280
Telegraph:		
Miles of line owned by this company,	70.60	70.60
Miles of wire owned by this company,	207.90	207.90
Miles of line operated by Pennsylvania Railroad Company, lessee,	70.60	70.60
Miles of wire operated by Pennsylvania Railroad Company, lessee,	207.90	207.90
Gauge of track,	4 ft. 9 in.	

PITTSBURG AND WESTERN RAILWAY COMPANY.

Date of organization: June 28, 1887.

By what authority incorporated: Pennsylvania statutes, Acts of April 4, 1868, P. L. 62; Act of March 24, 1865, P. L. 49; Act of May 25, 1878, P. L. 145. Ohio statutes, revised statutes Ohio, Sections 3380, 3381, 3382, 3384. Revised statutes, Ohio laws, sections 3426a. 3426b.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Orland Smith,	Baltimore, Md.,	May 7, 1894.
Henry W. Oliver,	Allegheny, Pa.,	do.
John W. Chalfant,	Allegheny, Pa.,	do.
C. L. Fitzhugh,	Allegheny, Pa.,	do.
A. M. Byers,	Allegheny, Pa.,	do.
James Sloan, Jr.,	Baltimore, Md.,	do.
Johns McCleaves,	Pittsburg, Pa.,	do.
E. R. Bacon,	New York, N. Y.,	do.

Date of last meeting of stockholders for election of directors: May 1, 1893.

Postoffice address of general office: Allegheny, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Thomas M. King,	Allegheny, Pa.
Vice President,	Orland Smith,	Baltimore, Md.
Secretary,	T. J. Crump,	Allegheny, Pa.
Treasurer,	W. H. Duffell,	Allegheny, Pa.
Chief Engineer,	Paul Didier,	Allegheny, Pa.
General Solicitor, Attorney or Counsel,	Johns McCleaves,	Pittsburg, Pa.
Comptroller,	H. D. Bulkley,	Baltimore, Md.
Auditor,	J. L. Kirk,	Allegheny, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
<i>Main line owned.</i>				
Pittsburg and Western railway, . .	Woods Run, Allegheny	North Sewickley, . . .	57.40	197.60
	Rock Point,	New Castle,	140.20	
	Gallery Junction, . .	Mt. Jewett,		
<i>Branch line owned.</i>				
Pittsburg and Western railway, . .	Kane Junction, Pa., .	Kane, Pa.,	1.00	13.00
	Clarion Junction, Pa.,	Clarion, Pa.,	6.20	
	Frisco, Pa.,	Crowthers, Pa., . . .	5.80	
<i>Line operated under contract.</i>				
Pittsburg, Cleveland and Toledo railroad.	New Castle June. Pa.,	Akron Junction, O., .	77.10	13.10
Pittsburg, Painesville and Fairport railroad.	Niles, O.,	Fairport, O.,	53.00	
Pittsburg, Painesville and Fairport railroad.	Burton O.,	Windsor Mills. O., . .	8.50	
Ellwood Short Line railroad,	North Sewickley, Pa.,	Rock Point, Pa., . . .	3.10	
Total,			352.30	223.70

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road and equipment,	\$25,138,174 44	Capital stock,	\$12,980,000 00
Bonds and stocks of other companies owned,	1,435,964 73	Funded debt,	13,351,772 30
Other assets:		Current liabilities,	2,298,610 01
Sundries,	1,806,283 75		
Profit and loss,	249,959 39		
Total,	\$28,630,382 31	Total,	\$28,630,382 31

IMPORTANT CHANGES DURING THE YEAR.

10,200 shares common stock issued to Baltimore and Ohio Railroad Company, in payment for interest of that company in Trumbull and Mahoning Railroad Company.
9,400 shares common stock issued to Allegheny and Lawrence Railroad Company in payment for 26,000 shares of Allegheny and Lawrence Railroad Company stock.
520 bonds, 5 per cent. mortgage of 1891, given in payment for 10,400 shares common stock of Pittsburg and Western Railway Company.

CONTRACTS, AGREEMENTS, ETC.

United States Express Company: Railroad Company receives 40 per cent. of gross receipts upon its lines.
Mails: Compensation fixed by United States Postoffice Department.
Pullman's Palace Car Company: Railroad Company pays two cents per mile run by cars upon its line.
Pennsylvania Railroad Company: Trackage right.
Pittsburg Junction Railroad Company: Receives \$2.00 per car handled by them.
Baltimore and Ohio Railroad Company: Joint revenue divides upon mileage basis.
Western Union Telegraph Company maintains and operates lines and has exclusive right of way.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	7	7
Number combination,	27	27
Trestles:		
Number,	110	110
Aggregate length (feet),	36,455	36,455
Tunnels:		
Number,	6	6
Maximum length (feet),	688	688
Minimum length (feet),	132	132
Aggregate length of all tunnels (feet),	2,424	2,424
Gauge of track,	4 ft. 8 1-2 in	

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Station house at Kane, Pa., owned by the Philadelphia and Erie Railroad Company.
Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Member of none. Anchor Line freight is handled over this road.

PITTSBURGH, YOUNGSTOWN AND ASHTABULA RAILROAD COMPANY.

Date of organization: August 17, 1887.
By what authority incorporated: The Pittsburg, Youngstown and Ashtabula Railroad Company was created and organized under the authority of the laws of the States of Ohio and Pennsylvania, and is the result of a series of consolidations, as follows:
In April, 1864, the Lawrence Railroad and Transportation Company was incorporated under the laws of Pennsylvania.

In June, 1864, the Lawrence Railroad and Transportation Company was incorporated under the laws of Ohio.

In June, 1865, these two companies were consolidated under the laws of Ohio and Pennsylvania into the Lawrence Railroad Company.

In July, 1872, the Youngstown and Canfield Railroad Company was incorporated under the laws of Ohio.

In April, 1873, the Lawrence Railroad Company and the Youngstown and Canfield Railroad Company were consolidated into the Lawrence Railroad Company.

In March, 1881, the New Brighton and New Castle Railroad Company was incorporated under the laws of Pennsylvania.

In February, 1870, the Ashtabula, Youngstown and Pittsburg Railroad Company was incorporated under the laws of Ohio.

In September, 1878, the Ashtabula, Youngstown and Pittsburg Railroad Company was re-organized in pursuance of judicial proceedings in the court of common pleas of Mahoning county, Ohio, and became the Ashtabula and Pittsburg Railway Company.

In March, 1881, the Alliance, Niles and Ashtabula Railroad Company was incorporated under the laws of Ohio.

If a consolidated company, name the constituent companies: On the third day of May, 1887, the Lawrence Railroad Company and the New Brighton and New Castle Railroad Company were consolidated into the Youngstown, Lawrence and Pittsburg Railroad Company.

On the fourth day of May, 1887, the Ashtabula and Pittsburg Railway Company and the Alliance, Niles and Ashtabula Railroad Company were consolidated under the laws of Ohio, into the Ashtabula, Niles and Youngstown Railroad Company.

On the twentieth day of July, 1887, the Youngstown, Lawrence and Pittsburg Railroad Company and the Ashtabula, Niles and Youngstown Railroad Company were consolidated under the laws of Ohio and Pennsylvania, into the Pittsburg, Youngstown and Ashtabula Railroad Company.

Agreement of consolidation filed with Secretary of State of Pennsylvania, July 22, 1887.

Agreement of consolidation filed with Secretary of State of Ohio July 22, 1887.

Operated by Pennsylvania Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John N. Hutchinson,	Philadelphia, Pa.,	May 17, 1894.
George B. Roberts,	Philadelphia, Pa.,	do.
James McCrea,	Pittsburgh, Pa.,	do.
Benjamin Thaw,	Pittsburgh, Pa.,	do.
John E. Davidson,	Pittsburgh, Pa.,	do.
William Mullins,	Pittsburgh, Pa.,	do.
Caleb B. Wick,	Youngstown, O.,	do.
W. Scott Bonnell,	Youngstown, O.,	do.
J. G. Butler, Jr.,	Youngstown, O.,	do.
H. L. Morrison,	Ashtabula, O.,	do.
Thaddens E. Hoyt,	Ashtabula, O.,	do.

Date of last meeting of stockholders for election of directors: May 18, 1893.

Postoffice address of general office: Pittsburg, Pa.

Postoffice address of operating company: Pittsburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John N. Hutchinson,	Philadelphia, Pa.
Secretary,	S. B. Liggett,	Pittsburgh, Pa.
Treasurer,	T. H. B. McKnight,	Pittsburgh, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Pittsburgh, Youngstown and Ashtabula railroad.	Kenwood, Pa.	Ashtabula Harbor, O.,	Pennsylvania Company, . .	125.19	27.78
Pittsburgh, Youngstown and Ashtabula railroad.	Niles, O., . .	Alliance, O.,	Pennsylvania Company, . .		

The lease is dated August 1, 1887, and continues in force subject to termination by either party on twelve months' written notice.

The lessee agrees to operate the road for cost of such service and to pay balance of earnings to the lessor.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$6,163,997 42	Capital stock,	\$3,033,341 58
Cost of equipment,	568,428 21	Funded debt,	3,372,000 00
Cash and current assets,	512,915 33	Current liabilities,	8,633 35
		Accrued interest on funded debt	
		not yet payable,	59,558 33
		Profit and loss,	771,907 70
Total,	\$7,245,340 96	Total,	\$7,245,340 96

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLV- ANIA.
Bridges:		
Number stone,	3	15
Number iron,	33	1
Number wooden,	25	1
Number combination,	1	1
Trestles:		
Number,	37	14
Aggregate length (feet),	7,342	3,535
Telegraph:		
Miles of line owned by this company,	99.80	12.50
Miles of wire owned by this company,	256.80	58.80
Miles of line owned jointly with Western Union Telegraph Company,	18.00	9.30
Miles of line operated by Pennsylvania Company,	99.80	12.50
Miles of wire operated by Pennsylvania Company,	256.80	58.80

Gauge of track, 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: First consolidated mortgage bonds. Sinking funds of one per cent. per annum of the amount of bonds outstanding, if bonds can be purchased at par, or less, but if bonds cannot be purchased at price stipulated, the annual installment lapses and reverts to the treasury.

Bonds of Ashtabula and Pittsburg Railway Company and bonds of Lawrence Railroad Company. First consolidated mortgage bonds to the amount of \$1,800,000.00 are reserved to redeem the sectional bonds.

PITTSBURG, YOUNGSTOWN AND ASHTABULA RAILROAD COMPANY—PENNSYLVANIA COMPANY OPERATING.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Penn- sylvania.
	From—	To—		
Pittsburg, Youngstown and Ashtabula railroad.	Kenwood, Pa.,	Ashtabula Harbor, O.	99.60	27.78
Alliance branch,	Niles, O.,	Alliance Junc., O., . .	24.90	
Canfield branch,	Junction near Haselton, O.	Youngstown Tube Works, O.	1.29	
Pittsburg, Ft. Wayne and Chicago railway.	Alliance Junc., O., . .	Alliance, O.,	2.70	
Total mileage operated			127.89	27.78

CONTRACTS, AGREEMENTS, ETC.

Express Companies: The Adams Express Company pays this company 40 per cent. of its gross receipts from general traffic and 70 per cent. of gross receipts from oyster traffic.

Mails: The compensation for transportation of mails is a fixed annual rate per mile of road, decided by the extent of the service performed based upon the actual weight of mails carried for thirty consecutive days during each quadrennial period.

Sleeping, Parlor and Dining Car Companies: Pullman's Palace Car Company furnishes its own cars for use over this road, maintaining the same and collecting from passengers twenty-five cents to two dollars and fifty cents for single seat or berth, according to distance, in addition to the regular railroad fare collected by this company.

Freight or Transportation Companies or Lines: The Star Union Line transacts business at current rates, the expenses of conducting the same being borne by the roads over which it operates, in the proportion of the earnings therefrom of each to the whole. Customary rates are also paid for the use of Union Line Cars.

Telegraph Companies: The Western Union Telegraph Company pays a fixed sum for certain telegraphic privileges, and also receives a proportion of the receipts and pays a proportion of the expenses of the telegraph line located on a certain part of the right of way of the P. Y. and A. R. R.

Other Contracts: The Union News Company pays a fixed rental for use of privileges granted over this road.

The Travelers' Insurance Company pays a proportion of its gross receipts for privileges and facilities granted at sundry stations.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges: -		
Number stone.	3	
Number iron.	36	19
Number wooden.	25	
Number combination.	1	1
Trestles:		
Number.	39	15
Aggregate length (feet).	8,348	4,475.5
Telegraph:		
Miles of line operated by this company jointly with Western Union Telegraph Company.	18	9.3
Miles of wire operated by this company.	315.6	58.8
Miles of line operated by this company.	99.8	12.5
Gauge of track,		4 ft. 9 in

QUESTIONS FOR GENERAL INFORMATION.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Star Union Line.

PLYMOUTH RAILROAD COMPANY.

Date of organization: December 9, 1867.
By what authority incorporated: The State of Pennsylvania.
Operated by The Philadelphia and Reading Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
James Boyd.	Norristown, Pa.	Second Monday in December, 1893.
John Slingluff.	Norristown Pa.	do. do.
George W. Longaker.	Norristown, Pa.	do. do.
Michael O'Brien.	Conshohocken, Pa.	do. do.
Richard Dale.	1213 Spruce street, Philadelphia, Pa.,	do. do.
C. Howard Colket.	1334 Walnut street, Philadelphia Pa.,	do. do.

Date of last meeting of stockholders for election of directors: Second Monday in December, 1892.
Postoffice address of general office: 132 South Third street, Philadelphia, Pa.
Postoffice address of operating company: 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Winfield S. Wilson.	132 South Third street, Philadelphia, Pa.
Secretary and Treasurer, . .	W. W. Stephens,	132 South Third street, Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Plymouth railroad,	Conshohocken	Oreland, . .	Philadelphia and Reading Railroad Company.	8 9	8.9

The Plymouth Railroad (in connection with the Philadelphia, Germantown and Norristown Railroad), was leased on the 10th day of December, 1870, to the Philadelphia and Reading Railroad Company, for a term of 999 years.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$286,545 19	Capital stock,	\$12,050 00
		Philadelphia, Germantown and Norristown Railroad Company.	274,495 19
Total,	\$286,545 19	Total,	\$286,545 19

CHARACTERISTICS OF ROAD.

Gauge of track, 4 ft. 8 in.

POMEROY AND NEWARK RAILROAD COMPANY.

Date of organization: December 29, 1881.

By what authority incorporated: The Doe Run and White Clay Creek Railroad Company was organized under an Act of the General Assembly of the Commonwealth of Pennsylvania, approved March 24, 1868.

The name of the company was changed to the Pennsylvania and Delaware Railway Company, by Act of Assembly, approved April 20, 1869.

The Delaware and Pennsylvania Railroad Company was organized under an Act of the General Assembly of the Commonwealth of Delaware, passed February 26, 1857.

If a consolidated company, name the constituent companies: The Pennsylvania and Delaware Railway Company, and the Delaware and Pennsylvania Railroad Company, were consolidated and merged into one company under the name and title of the Pennsylvania and Delaware Railway Company, by authority of the laws of the States of Pennsylvania and Delaware, a joint agreement dated March 17, 1873, being filed in the office of the Secretary of the Commonwealth of Pennsylvania, May 3, 1873.

The Pennsylvania and Delaware Railway was sold under foreclosure of mortgage, August 12, 1879, which sale was confirmed absolutely by the Circuit Court of the United States for the Eastern district of Pennsylvania, October 25, 1879.

On February 5, 1880, a new corporation was organized, entitled the Pomeroy and State Line Railroad Company, for that portion of the railroad extending from Pomeroy in Chester county, Pennsylvania, to the boundary line between the States of Pennsylvania and Delaware,

under the provisions of an Act of the Legislature of Pennsylvania, approved April 8, 1861, and the supplements thereto. The certificate of reorganization was filed in the office of the Secretary of the Commonwealth of Pennsylvania, February 26, 1880.

A corporation under the name of the Newark and Delaware City Railroad Company, for that portion of the railroad extending from the boundary line between the States of Pennsylvania and Delaware, to Delaware City, was organized on March 29, 1880, in pursuance of an Act of the Legislature of Delaware, passed March 27, 1879.

Under the authority of an Act of the Legislature of the State of Delaware passed March 19, 1881, the portion of the Newark and Delaware City Railroad lying between the north line of right of way of the main line of the Philadelphia, Wilmington and Baltimore Railroad, and Delaware City, was sold to the Philadelphia, Wilmington and Baltimore Railroad Company. Under the authority of the same Act, the residue of the railroad lying between the said northern line of the Philadelphia, Wilmington and Baltimore Railroad and the State Line, was consolidated and merged into the Pomeroy and State Line Railroad, the name of the consolidated company being changed to the Pomeroy and Newark Railroad Company. The agreement of consolidation and merger was dated December 2, 1881, copies of which were filed with the Secretary of the Commonwealth of Pennsylvania, December 29, 1881, and with the Secretary of the State of Delaware, December 3, 1881.

Operated by The Pennsylvania Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Wilson.	Philadelphia, Pa.	May 7, 1894.
Henry D. Welsh.	Philadelphia, Pa.	do.
N. P. Shortridge.	Wynnewood, Pa.	do.
John P. Green.	Philadelphia, Pa.	do.
Amos R. Little.	Philadelphia, Pa.	do.
W. H. Barnes.	Philadelphia, Pa.	do.
William A. Patton.	Philadelphia, Pa.	do.

Date of last meeting of stockholders for election of directors: May 1, 1893.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	W. H. Wilson.	Philadelphia, Pa.
Secretary.	James R. McClure.	do.
Treasurer.		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Pomeroy and Newark railroad.	Pomeroy, Pa.,	Newark, Del.,	Pennsylvania Railroad Company.	26.70	21.66

Leased to the Pennsylvania Railroad Company, for the term of ninety-nine years, from and after March 1, 1880. Rental, net earnings.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	\$502,056 25	Capital stock.	\$500,000 00
Profit and loss.	199,702 02	Current liabilities.	201,758 27
Total.	\$701,758 27	Total.	\$701,758 27

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYL- VANIA.
Bridges:		
Number wooden,	22	16
Trestles:		
Number,	45	43
Aggregate length (feet),	5,934	5,718
Telegraph:		
Miles of line owned by this company,	26.70	21.66
Miles of wire owned by this company,	26.70	21.66
Miles of line operated by Pennsylvania Railroad Company, lessee,	26.70	21.66
Miles of wire operated by Pennsylvania Railroad Company, lessee,	26.70	21.66
Gauge of track,		4 ft. 9 in.

READING AND COLUMBIA RAILROAD COMPANY.

Date of organization: May 19, 1857.
By what authority incorporated: Pennsylvania, Act of May 19, 1857 and supplements.
Operated by The Philadelphia and Reading Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Geo. deB. Keim,	Philadelphis,	Second Monday in January, 1894
A. J. Antelo,	Philadelphis,	do. do.
Thos. McKean,	Philadelphis,	do. do.
J. Lowber Welsb,	Philadelphis,	do. do.
Thos. Cochran,	Philadelphis,	do. do.
J. N. Hutchinson,	Philadelphis,	do. do.
James Boyd,	Norristown, Pa.,	do. do.
Thos. Baumgardner,	Lancaster, Pa.,	do. do.
Wm. L. Small,	York, Pa.,	do. do.
Horace L. Haldeman,	Cbickies, Pa.,	do. do.
B. F. Heistand,	Marietta, Pa.,	do. do.
A. R. Royer,	Denver, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: January 9, 1893.
Postoffice address of general office: Reading Terminal Building, Philadelphia, Pa.
Postoffice address of operating company: Reading Terminal Building, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Joseph S. Harris,	Philadelphia Pa.
Secretary,	Howard Hancock,	do.
Treasurer,	John Welch,	do.
Comptroller,	D. Jones,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Main line,	Sinking Spring,	Columbia,	39.50	} 52.70
Lancaster branch,	Lancaster Junction, . .	Lancaster,	8.00	
Mt. Hope,	Manheim,	Mt. Hope,	5.20	
Lancaster and Reading Narrow Gauge railroad.	Lancaster,	Quarryville,	15.50	15.50
Reading and Marietta and Hanover railroad.	Marietta Junction, . .	Chickies,	6.50	6.50
Total mileage operated, . . .			74.30	74.30

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$2,197,357 78	Capital stock,	\$958,373 09
Cost of equipment,	245,241 18	Funded debt,	2,009,166 67
Cash and current assets,	243,601 28	Current liabilities,	1,027,206 65
Profit and loss,	1,325,837 85	Accrued interest on funded debt not yet payable.	17,291 67
Total,	\$4,012,038 09	Total,	\$4,012,038 09

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	20	20
Number iron,	16	16
Number wooden,	52	52
Trestles:		
Number,	15	15
Aggregate length (feet),	3,274	3,274
Telegraph:		
Miles of line operated by Philadelphia, Reading and Pottsville Tele- graph Company.	71	71
Miles of wire operated by Philadelphia, Reading and Pottsville Tele- graph Company.	95	95

READING, MARIETTA AND HANOVER RAILROAD COMPANY.

Date of organization: February 28, 1882.

By what authority incorporated: Pennsylvania, Act for the formation and regulation of railroad corporations, April 4, 1868, and supplements.

Operated by The Reading and Columbia Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thomas McKean,	Philadelphia, Pa.,	First Monday in May, 1894.
A. J. Antelo,	do.	do. do.
J. Lowher Welsh,	do.	do. do.
W. R. Taylor,	do.	do. do.
Albert Foster,	do.	do. do.
Jas. M. Landis,	do.	do. do.

Date of last meeting of stockholders for election of directors: May 1, 1893.

Postoffice address of general office: Reading Terminal Building, Philadelphia, Pa.

Postoffice address of operating company: Reading Terminal Building, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Joseph S. Harris,	Philadelphia, Pa.,
Secretary,	Howard Hancock,	do.
Treasurer,	John Welch,	do.
Comptroller,	D. Jones,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAMES.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Reading, Marietta and Hanover railroad.	Marietta Jct.,	Chickies, Pa.,	Reading and Columbia railroad.	6.30	6.50

GENERAL BALANCE SHEET.

DR.		DR.	
Cost of road,	\$332,587 11	Capital stock,	\$250,000 00
		Current liabilities,	82,587 11
Total,	\$332,587 11	Total,	\$332,587 11

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number combination,	5	5
Trestles:		
Number,	5	5
Aggregate length (feet),	1,681	1,681
Gauge of track,	4 ft. 8 1/2 in	

REYNOLDSVILLE AND FALLS CREEK RAILROAD COMPANY.

Date of organization: December 13, 1883.

By what authority incorporated: General Laws and supplements thereto.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
F. A. Bell,	Buffalo, N. Y.,	January, 1891.
G. H. Lewis,	Buffalo, N. Y.,	do.
A. G. Yates,	Rochester, N. Y.,	do.
C. Clifton,	Buffalo, N. Y.,	do.
G. Mellinger,	Reynoldsville, Pa.,	do.
L. W. Robinson,	Punxsutawney, Pa.,	do.
E. J. Lofts,	Reynoldsville, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 9, 1893.

Postoffice address of general office: Reynoldsville, Pa.

20-9-93.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	S. B. Elliott,	Reynoldsville, Pa.
Vice President,	F. A. Bell,	Buffalo, N. Y.
Secretary,	Charles Clifton,	Buffalo, N. Y.
Treasurer,	Geo. H. Lewis,	Buffalo, N. Y.
Auditor,	R. W. Macpherson,	Buffalo, N. Y.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Reynoldsville and Falls Creek railroad.	Falls Creek, Pa.	Rathmel, Pa.	14.50	14.50

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$337,047 73	Capital stock,	\$170,000 00
Cost of equipment,	26,051 32	Funded debt,	170,000 00
Cash and current assets,	\$2,973 17	Current liabilities,	39,318 99
		Profit and loss,	66,753 23
Total,	\$446,072 22	Total,	\$446,072 22

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	1	1
Gauge of track,	4 ft. 8 1-2 in	

RIDGWAY AND CLEARFIELD RAILROAD COMPANY.

Date of organization: April 20, 1882.

By what authority incorporated: General Law of April 4, 1868.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Barnes,	Philadelphia,	February 6, 1894.
John P. Green,	Philadelphia,	do.
G. B. Roberts,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
George Wood,	Philadelphia,	do.
N. Parker Shortridge,	Wynnewood, Pa.	do.

Date of last meeting of stockholders for election of directors: February 7, 1893.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel Rea,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Ridgway and Clearfield Railroad Company.	Ridgway, . .	Falls Creek,	Pennsylvania Railroad Company.	27.23	27.23

Operated by the Pennsylvania Railroad Company under resolution of board of directors, adopted July 23, 1884. Rental, net earnings. This arrangement is terminable at the option of either party on thirty day's notice.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$987,503 20	Capital stock,	\$491,000 00
Cash and current assets,	247,192 31	Funded debt,	491,000 00
		Profit and loss,	252,695 51
Total,	\$1,234,695 51	Total,	\$1,234,695 51

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges :		
Number stone,	1	1
Number iron,	3	3
Number wooden,	12	12
Telegraph :		
Miles of line owned by this company,	27.23	27.23
Miles of wire owned by this company,	54.46	54.46
Miles of line operated by the Pennsylvania Railroad Company,	27.23	27.23
Miles of wire operated by the Pennsylvania Railroad Company,	54.46	54.46
Gauge of track,	4 ft. 9 in.	

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: The mortgage provides that a sum sufficient to purchase bonds to the extent of one per cent. of the amount issued, whenever they can be obtained at par or less, shall be annually appropriated therefor, provided the company's net earnings are sufficient.

RIVERFRONT RAILROAD COMPANY.

Date of organization: May 5, 1876.

By what authority incorporated: Under the provisions of an Act of the General Assembly of the Commonwealth of Pennsylvania, approved April 4, 1868, and the Acts supplementary thereto.

Operated by The Pennsylvania Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
G. B. Roberts.	Philadelphia, Pa.,	March 27, 1891.
N. P. Shortridge,	Wynnewood, Pa.,	do.
Henry D. Welsh,	Philadelphia, Pa.,	do.
Frank Thomson,	Philadelphia, Pa.,	do.
H. H. Houston,	Philadelphia, Pa.,	do.
Amos R. Little,	Philadelphia, Pa.,	do.
W. H. Barnes,	Philadelphia, Pa.,	do.
Samuel Rea,	Philadelphia, Pa.,	do.

Date of last meeting of stockholders for election of directors: March 28, 1893.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John P. Green,	Philadelphia, Pa.
Secretary,	James R. McClure,	do.
Treasurer,		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Riverfront railroad,	Lehigh avenue.	Dock street,	Pennsylvania Railroad Company.	3.62	3.62
Riverfront railroad,	Canal street.	Laurel street,	Pennsylvania Railroad Company.	.24	.24
Total mileage,				3.86	3.86

Leased to the Pennsylvania Railroad Company for the term of fifty years, from and after May 1, 1882, at a rental of \$23,000.00 per annum.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$611,954 22	Capital stock,	\$216,000 00
Cash and current assets,	19,743 89	Funded debt,	216,000 00
Other assets:		Current liabilities,	171,450 02
Sinking fund,	4,000 00	Profit and loss,	32,568 09
Total,	\$635,698 11	Total,	\$635,698 11

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENN- SYLVANIA.
Bridges:		
Number iron,	1	1
Number wooden,	1	1
Gauge of track,	4 ft. 9 in.	

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: By advertising annually until date of maturity of the bonds, whenever said bonds can be purchased at not exceeding their par value, amounting at par to the sum of \$2,000.00.

RUPERT AND BLOOMSBURG RAILROAD COMPANY.

Date of organization: December 31, 1888.

By what authority incorporated: Pennsylvania, Act for the formation and regulation of railroad corporations, April 4, 1868 and supplements.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. H. O'Brien,	Philadelphia, Pa.	First Monday in May, 1894.
W. A. Church,	do.	do. do.
W. R. Taylor,	do.	do. do.
W. G. Brown,	do.	do. do.
W. B. Scott,	do.	do. do.
Jas. M. Landis,	do.	do. do.

Date of last meeting of stockholders for election of directors: May 1, 1893.

Postoffice address of general office: Reading Terminal Building, Philadelphia, Pa.

Postoffice address of operating company: Reading Terminal Building, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Jos. S. Harris,	Philadelphia, Pa.
Secretary,	W. R. Taylor,	do.
Treasurer,	W. A. Church,	do.
Comptroller,	D. Jones,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Penn- sylvania.
	From—	To—		
Rupert and Bloomsburg railroad, .	Rupert,	Bloomsburg, Pa., . .	1.60	1.60

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$58,046 00	Capital stock,	\$50,000 00
Cash and curent assets,	6,257 15	Accrued interest on funded debt	
Profit and loss,	10,094 87	not yet payable,	24,398 02
Total,	\$74,398 02	Total,	\$74.398 02

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD. ¹	IN PENN- SYLVANIA.
Bridges:		
Number stone,	3	3
Telegraph:		
Miles of line operated by Philadelphia, Reading and Pottsville Telegraph Company,	1.75	1.75
Miles of wire operated by Philadelphia, Reading and Pottsville Telegraph Company,	1.75	1.75
Gauge of track,	4 ft. 8 1-2 in	

SALISBURY RAILROAD COMPANY.

Date of organization: May 8, 1875.
By what authority incorporated: Salisbury and Baltimore Railroad Company, State of Penn-
sylvania, Act April 8, 1861. Reorganized as the Salisbury Railroad Company, May 8, 1875.
Operated by The Baltimore and Ohio Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
M. B. Cutter,	Pittsburg, Pa.	First Monday, May, 1894.
J. B. Jackson,	Pittsburg, Pa.,	do. do.
Johns McCleave,	Pittsburg, Pa.,	do. do.
C. S. Wight,	Pittsburg, Pa.,	do. do.
Chas. Donnelly,	Pittsburg, Pa.,	do. do.
J. M. Schoonmaker,	Pittsburg, Pa.,	do. do.
A. J. Hill,	Vanderbilt, Pa.,	do. do.
Francis Burns,	Baltimore, Md.,	do. do.

Date of last meeting of stockholders for election of directors: May 1, 1893.
Postoffice address of general office: Pittsburg, Pa.
Postoffice address of operating company: Pittsburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. B. Washington,	Pittsburg, Pa.
Secretary,	A. W. Black,	Pittsburg, Pa.
Treasurer,	W. H. Ijams,	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Salisbury Railroad Company.	Salisbury Junct., Pa.	West Salisbury, Pa.	Baltimore and Ohio Railroad Company.	8.60	8.60
Grassy Run Extension, . . .	Grassy Run Junct., Pa.	Co-operative Mines, Pa.	Baltimore and Ohio Railroad Company.	2	2
Hocking Extension,	Hocking Jct., Pa.	Hamilton Mine No. 1, Pa.	Baltimore and Ohio Railroad Company.	1.10	1.10
Total mileage,				11.70	11.70

Operated by the Baltimore and Ohio Railroad Company, by reason of ownership of a majority of its stock by the Pittsburg and Connellsville Railroad Company, which latter company is leased to the Baltimore and Ohio Railroad Company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$260,837 43	Capital stock,	\$117,950 00
Cost of equipment,	11,840 72	Scrip stock,	37 50
Cash and current assets,	15 71	Funded debt,	150,000 00
Other assets:		Current liabilities,	1,680 00
Sundries,	13,041 00	Profit and loss,	16,067 36
Baltimore and Ohio Railroad Company,	12,823 41		
Yutzy & Scott,	217 59		
Total,	\$285,734 86	Total,	\$285,734 86

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges;		
Number wooden,	7	7
Trestles:		
Number,	8	8
Aggregate length (feet),	1,424	1,424
Gauge of track,	4 ft. 8 3-4 in.	

SCHUYLKILL AND LEHIGH RAILROAD COMPANY.

Date of organization: June 7, 1880.

By what authority incorporated: Pennsylvania, April 4, 1868, March 29, 1871, April 22, 1873.

Operated by The Philadelphia and Reading Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
Thomas McKean,	Philadelphia,	First Monday in May, 1894.	
A. J. Antelo,	do.	do.	do.
J. Lowber Welsh,	do.	do.	do.
W. R. Taylor,	do.	do.	do.
Albert Foster,	do.	do.	do.
J. M. Landis,	do.	do.	do.

Date of last meeting of stockholders for election of directors: May 1, 1893.

Postoffice address of general office: Reading Terminal Building, Philadelphia, Pa.

Postoffice address of operating company: Reading Terminal Building, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Jos. S. Harris,	Philadelphia.
Secretary,	Howard Hancock,	do.
Treasurer,	John Welsh,	do.
Comptroller,	D. Jones,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Schuylkill and Lehigh railroad.	Reading, Pa., .	Slatington, Pa.,	Philadelphia and Reading railroad.	44	44

Leased to the Philadelphia and Reading Railroad Company for 999 years, from May 1, 1883. Lessee pays all expenses of operating and meets all financial obligations of the Schuylkill and Lehigh Railroad Company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$1,063,800 32	Capital stock,	\$50,000 00
Cash and current assets,	17,648 13	Funded debt,	1,000,000 00
		Current liabilities,	31,448 45
Total,	\$1,081,448 45	Total,	\$1,081,448 45

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	2	2
Number wooden,	51	51
Trestles:		
Number,	23	23
Aggregate length (feet),	3,327	3,327
Telegraph:		
Miles of line operated by Philadelphia, Reading and Pottsville Telegraph Company,	44	44
Miles of wire operated by Philadelphia, Reading and Pottsville Telegraph Company,	44	44
Gauge of track,	4 ft. 8 1-2 in	

SCHUYLKILL RIVER EAST SIDE RAILROAD COMPANY.

Date of organization: July 14, 1883.
By what authority incorporated: Incorporated under the General Law of the Commonwealth of Pennsylvania, of April 4, 1868.
If a consolidated company, name the constituent companies: Schuylkill River East Side Railroad and Philadelphia, Newton and Chester Railroad, May 19, 1886, filed with Secretary of Commonwealth May 21, 1886.
Operated by Baltimore and Ohio Railroad Company and Philadelphia and Reading Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thomas M. King,	Baltimore, Md.,	December 13, 1893.
J. Carroll Walsh,	Jerusalem Mills, Hartford Co., Md., .	do.
J. B. Washington,	Pittsburg, Pa.,	do.
R. L. Ashhurst,	Philadelphia, Pa.,	do.
J. Vansant Smith,	Philadelphia, Pa.,	do.
Geo. DeB. Keim,	Philadelphia, Pa.,	do.
Sidney F. Tyler,	Philadelphia, Pa.,	do.

Date of last meeting of stockholders for election of directors: December 14, 1892.

Postoffice address of general office: 2400 Chestnut street, Philadelphia, Pa.

Postoffice address of operating company: Baltimore and Ohio Railroad Company and Philadelphia and Reading Railroad.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Thos. M. King,	Philadelphia, Pa.
Secretary and Assistant Treasurer, . . .	Theo. Frothingham,	Philadelphia, Pa.
Treasurer,	W. H. Ijams,	Baltimore, Md.
Chief Engineer,	W. T. Manning,	Baltimore, Md.
Audit r,	W. T. Thelin,	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Schuylkill River East Side railroad.	P. and R. June., Pa.	Park June., Pa.	Baltimore and Ohio Railroad Company.	3.80	3.80
Point Breeze branch,	Jackson St., Phil'a.	Point Breeze, Pa.	Baltimore and Ohio Railroad Company.	.40	.40
Snyder Avenue branch, . . .	Morris St., Phil'a.	Snyder, av., Phil'a.	Baltimore and Ohio Railroad Company.	.40	.40
Delaware branch,	East Side, Phil'a.	Reed St., Phil'a.	Baltimore and Ohio Railroad Company.	5.40	5.40
Stock Yard branch,	Stock yard Jct. Phila.	Stock yard, Phil'a.	Baltimore and Ohio Railroad Company.	.50	.50
Oregon Avenue extension, .	Swanson St., Phil'a.	Salt works, Phil'a.	Baltimore and Ohio Railroad Company.	.50	.50
Total mileage,				11.00	11.00

Operated under contract of November 6, 1885, between the Schuylkill River East Side Railroad, the Baltimore and Ohio Railroad Company, the Baltimore and Philadelphia Railroad and the Philadelphia and Reading Railroad, The Schuylkill River East Side Railroad Company receiving an arbitrary as rental, from which is paid interest on bonds.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$9,000,000 00	Capital stock,	\$4,500,000 00
Cash and current assets,	156,993 22	Funded debt,	4,500,000 00
		Profit and loss,	156,993 22
Total,	\$9,156,993 22	Total,	\$9,156,993 22

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENN- SYLVANIA.
Bridges:		
Number iron,	2	2
Trestles:		
Number,	5	5
Aggregate length (feet),	200	200
Tunnels:		
Number,	2	2
Maximum length (feet),	3,990.5	3,990.5
Minimum length (feet),	401.85	401.85
Aggregate length of all tunnels (feet),	4,391.90	4,391.90
Gauge of track,	4 ft. 8 3-4 in.	

SCHUYLKILL VALLEY NAVIGATION AND RAILROAD COMPANY.

Date of organization: March 20, 1827.

By what authority incorporated: State of Pennsylvania, Act approved March 20, 1827.

Operated by The Philadelphia and Reading Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRA- TION OF TERM.
A. J. Antelo,	407 Library street, Philadelphia,	December, 1893.
Geo. deB. Keim,	do. do.	do.
P. C. Hollis,	do. do.	do.
Wm. R. Taylor,	do. do.	do.
Jas. M. Landis,	do. do.	do.
E. P. Wilbur,	do. do.	do.

Date of last meeting of stockholders for election of directors: December 26, 1892.

Postoffice address of general office: 407 Library street, Philadelphia.

Postoffice address of operating company: The Philadelphia and Reading Railroad Company, 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Jos. S. Harris,	407 Library street, Philadelphia.
Secretary and Treasurer,	P. C. Hollis,	do. do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Schuylkill Valley Navigation and Railroad Company.	Port Carbon,	Reevesdale,	Philadelphia and Reading Railroad Company.	11	11

The Schuylkill Valley Navigation and Railroad Company has leased its road to the Philadelphia and Reading Railroad Company, by lease dated July 25, 1861, for a period of 999 years, at a rental of \$29,450.00 per annum and taxes.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$576,840 94	Capital stock,	\$576,050 00
Cash and current assets,	1,042 29	Current liabilities,	409 80
Six months' rental,	14,725 00	Profit and loss,	16,148 43
Total,	\$592,608 23	Total,	\$592,608 23

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	4	4
Number iron,	1	1
Number wooden,	16	16
Trestles:		
Number,	1)	10
Aggregate length (feet),	525.75	525.75
Telegraph:		
Miles of line operated by the Philadelphia, Reading and Pottsville Telegraph Company,	11	11
Miles of wire operated by the Philadelphia, Reading and Pottsville Telegraph Company,	44	44

SHADE CREEK RAILROAD COMPANY.

Date of organization: March 23, 1888.

By what authority incorporated: Act April 29, 1874.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
S. N. Baker,	Pittsburg, Pa.,	January 11, 1894.
M. Saxman, Jr.,	Latrobe, Pa.,	do.
E. Pitcairn,	Pittsburg, Pa.,	do.
Joseph C. Nead,	Latrobe, Pa.,	do.
J. P. Logan,	Philadelphia, Pa.,	do.
C. N. Wire,	Philadelphia, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 11, 1893.

Postoffice address of general office: Seanor, P. O., Somerset county, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	W. G. Audenried,	Philadelphia, Pa.
Vice President,	M. Saxman, Jr.,	Latrobe, Pa.
Secretary,	M. Hayden Leonard,	Philadelphia, Pa.
Treasurer,		

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Penn- sylvania.
	From—	To—		
Shade Creek railroad,	Foustwell Station on Baltimore and Ohio railroad.	Hillsboro, Somerset county, Pa.	5½	5½

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$40,960 78	Capital stock,	\$12,500 00
Cost of equipment,	3,660 57	Current liabilities,	32,290 82
Profit and loss,	169 47		
Total,	\$44,790 82	Total,	\$44,790 82

IMPORTANT CHANGES DURING THE YEAR.

W. G. Audenried resigned as president, in March, 1893, and C. N. Wire as director. M. Hayden Leonard, as secretary and treasurer. All the above resignations being accepted, the following persons were elected to fill the vacancies: M. Saxman, Jr., vice president, to act as president; John Whitesell, treasurer and director to fill vacancies caused by resignation of M. Hayden Leonard, treasurer and C. N. Wire as director and Jno. W. Morris, secretary, to fill vacancy caused by resignation of M. Hayden Leonard, secretary.

CHARACTERISTICS OF ROAD.

Bridges:	
Number wooden,	8
Trestles:	
Number,	7
Aggregate length (feet),	900
Gauge of track,	3 feet.

SHAMOKIN, SUNBURY AND LEWISBURG RAILROAD COMPANY.

Date of organization: February 12, 1882.
By what authority incorporated: Pennsylvania, An Act for the formation and regulation of railroad corporations, April 4, 1868, and supplements.
Operated by The Philadelphia and Reading Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. J. Antelo,	Philadelphia,	Second Monday in January, 1894.
George DeB. Keim,	Philadelphia,	do. do.
Thomas McKean,	Philadelphia,	do. do.
Jos. F. Sinnott,	Philadelphia,	do. do.
J. Lowber Welsh,	Philadelphia,	do. do.
W. R. Taylor,	Philadelphia,	do. do.
James Boyd,	Norristown, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: January 9, 1893.
Postoffice address of general office: Reading Terminal Building, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Jos. S. Harris,	Philadelphia.
Secretary,	Howard Hancock,	do.
Treasurer,	John Welch,	do.
Comptroller,	D. Jones,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Shamokin, Sunbury and Lewisburg railroad.	Shamokin, Pa.	West Milton, Pa.	Philadelphia and Reading Railroad Company.	31.10	31.10

Leased to the Philadelphia and Reading Railroad Company for 999 years, from July 20, 1883.
Lessee pays expenses of operation and meets all financial obligations of the company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$3,048,261 62	Capital stock,	\$2,000,000 00
Cash and current assets,	951,988 83	Funded debt,	2,000,000 00
		Current liabilities,	250 45
Total,	\$4,000,250 45	Total,	\$4,000,250 45

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENN- SYLVANIA.
Bridges:		
Number stone,	2	2
Number iron,	18	18
Number wooden,	24	24
Gauge of track,	4 ft. 8 1-2 in	

SHAMOKIN VALLEY AND POTTSVILLE RAILROAD
COMPANY.

Date of organization: March 25, 1858.

By what authority incorporated: Special Act, March 25, 1858.

Operated by Northern Central Railway Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRA- TION OF TERM.
A. J. Cassatt,	Philadelphia,	May 7, 1894.
Edmund Smith,	Philadelphia,	do.
John P. Green,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
Chas. E. Pugh,	Philadelphia,	do.
N. P. Sbortridge,	Wynnewood, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 1, 1893.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	G. B. Roberts,	Philadelphia.
Secretary,	Stephen W. White,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Shamokin Valley and Pottsville railroad.	Sunbury, . .	Mt. Carmel, .	Northern Central Railway Company.	27.30	27.30
Branch, . . . . .	.....	.....	.....	2.48	2.48
Total mileage, . . . .	.....	.....	.....	29.78	29.78

Road and coal lands leased for 999 years, from February 27, 1863, to the Northern Central Railway Company.

Rental equivalent to 7 per cent. per annum interest on bonds, 6 per cent. dividend on capital stocks, and taxes.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$1,208,050 00	Capital stock,	\$869,450 00
Stocks of other companies owned, . .	3,078 39	Funded debt,	2,000,000 00
Lands owned,	1,667,950 00	Current liabilities,	73,267 50
Cash and current assets,	73,303 08	Profit and loss,	9,663 97
Total,	\$2,952,381 47	Total,	\$2,952,381 47

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	1	1
Number iron,	7	7
Number wooden,	15	15
Trestles:		
Number,	14	14
Aggregate length (feet),	995	995
Telegraph:		
Miles of line owned by this company,	26.78	26.78
Miles of wire owned by this company,	55.54	55.54
Miles of line operated by Northern Central Railway Company, lessee,	26.78	26.78
Miles of wire operated by Northern Central Railway Company, lessee,	55.54	55.54
Gauge of track,	4 ft. 9 in.	

THE SHARON RAILWAY COMPANY.

Date of organization: July 16, 1863.

By what authority incorporated: Organized under an Act of the General Assembly of the Commonwealth of Pennsylvania, entitled "An Act to authorize the formation and regulation of railway corporations," approved April 4, 1863, and by consolidation possesses the franchise and privileges conferred on the Sharpsville, Wheatland, Sharon and Greenfield Railroad Company, by Act of June 2, 1870.

If a consolidated company, name the constituent companies: The Sharon Railway and the Sharpsville, Wheatland, Sharon and Greenfield Railroad Company, under Act of the General Assembly of the Commonwealth of Pennsylvania, approved May 16, 1861, P. L. 702 to 704.
Operated by The New York, Pennsylvania and Ohio Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION ON TERM.
Norman Hall,	Sharon, Pa.,	January, 1894.
P. L. Kimberly,	Sharon, Pa.,	do.
J. J. Spearman,	Sharon, Pa.,	do.
M. H. Henderson,	Sharon, Pa.,	do.
Earl Tupper,	Cleveland, Ohio,	do.
Fayette Brown,	Cleveland, Ohio,	do.
Hunter Wykes,	New York city,	do.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	E. A. Wheeler,	Sharon, Pa.
First Vice President,	S. Perkins,	Sharon, Pa.
Second Vice President,	J. J. Pierce,	Sharpsville, Pa.
Secretary,	Jno H. Dynes,	Cleveland, Ohio.
Treasurer,	Charles Hall,	Sharon, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		Total mileage of road in Pennsylvania.
	From—	To—	
The Sharon railway,	Sharon	Pymatuning,	7.93
Middlesex extension,	Ferrona,	West Middlesex,	6.82
Sharpsville extension,	Doyce,	Sharpsville,	1.56
Yards and side tracks,			9.84
Total mileage,			26.15

The Sharon Railway is operated by the New York, Pennsylvania and Ohio Railroad Company (Erie system), under lease for ninety-nine years, dated December 1, 1886.

The rent is payable quarterly, and is based on the total issue of capital stock at the rate of 6 per cent. per annum, and upon the first mortgage bonds at the rate of 5-8 per cent. per annum. Excess of income over fixed charges, dividends and expenses to be refunded annually.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$617,345 20	Capital stock,	\$453,350 00
Cash and current assets,	7,497 03	Funded debt,	164,000 00
		Profit and loss,	7,492 23
Total,	\$624,842 23	Total,	\$624,842 23

SHARPSVILLE RAILROAD COMPANY.

Date of organization: March 25, 1876.

By what authority incorporated: Act of April 4, 1868, Act of February 17, 1870.

If a consolidated company, name the constituent companies: Sharpsville and Oakland Railroad Company, organized January 25, 1866.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. B. Washington.*	Pittsburg, Pa.	Second Monday, January, 1894.
C. K. Lord,	Baltimore, Md.,	do.
Jno. W. Renner,	Pittsburg, Pa.,	do.
Johns McCleave,	Pittsburg, Pa.,	do.
E. B. Taylor,	Pittsburg, Pa.,	do.
J. B. Caven,	Cleveland, Ohio,	do.
J. J. Pierce,	Sharpsville, Pa.,	do.

*Ex-officio.

Date of last meeting of stockholders for election of directors: January 9, 1893.

Postoffice address of general office: P. O. box 939, Pittsburg, Pa.

Postoffice address of operating company: Sharpsville, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. V. Patton,	Pittsburg, Pa.
Vice President,	J. B. Washington,	do.
Secretary,	W. L. Washington,	do.
Treasurer,	J. B. Washington,	do.
Auditor,	S. K. Harris,	do.
General Manager,	J. V. Patton,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Sharpsville railroad,	Sharpsville, Pa.,	Wilmington Junction, Pa.	17	17
Lackawannock branch	Lackawannock Junction.	Lackawannock Mines,	.80	.80
Furnace branch,	In borough of Sharpsville.		.92	.92
Neshannock branch,	Summit,	Neshannock,,	1.06	1.06
Sharon branch,*	Sharpsville,	Sharon,	.75	.75
Total mileage operated,			20.53	20.53

* Sharon branch projected to Sharon, Pa., only .75 miles at present.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$423,340 24	Capital stock,	\$350,000 00
Cost of equipment,	26,856 19	Current liabilities,	124,485 64
Cash and current assets,	10,628 31		
Other assets:			
Sundries,	424 45		
Profit and loss,	13,236 45		
Total,	\$474,485 64	Total,	\$474,485 64

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company: Forty per cent. of gross revenue.

United States Government: \$500.00 per annum for carrying mail.

CHARACTERISTICS OF ROAD.

	ON WROLE LENGTH OF ROAD.	IN PENNSYL- VANIA.
Bridges:		
Number iron,	1	1
Number wooden,	6	6
Gauge of track,	4 ft. 8 3-4 in.	

SHEFFIELD AND SPRING CREEK RAILROAD COMPANY.

Date of organization: November 21, A. D. 1884.
By what authority incorporated; Commonwealth of Pennsylvania.
Operated by Tionesta Valley Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRA- TION OF TERM.
George Horton,	Sheffield,	One Year.
Isaac Horton,	Sheffield,	do.
Jerry Crary,	Sheffield,	do.
C. W. R. Radeker,	Sheffield,	do.
J. H. Horton,	Sheffield,	do.
Webb Horton,	Middletown,	do.
H. H. Crary,	Binghamton,	do.
J. F. Schoellkopf,	Buffalo, N. Y.,	do.
James Horton,	Buffalo, N. Y.,	do.

Date of last meeting of stockholders for election of directors: January 9, 1893.
Postoffice address of general office: Sheffield, Pa.
Postoffice address of operating company: Sheffield, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Webb Horton,	Middletown, N. Y.
Secretary,	J. H. Horton,	Sheffield, Pa.
Treasurer,	Charles Sigel,	Sheffield, Pa.
Auditor,	A. H. Bailey,	Sheffield, Pa.
General Manager,	Isaac Horton,	Sheffield, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Leased to the Tionesta Valley Railroad Company, December 1, 1884, for a term of ninety-nine years, at an annual rental of \$300.00.

GENERAL BALANCE SHEET.

DR.			
Cost of road,	\$38,950 50	Capital stock,	\$10,000 00
		Current liabilities,	28,950 50
Total,	\$38,950 50	Total,	\$38,950 00

SHENANGO VALLEY RAILROAD COMPANY.

Date of organization: May 3, 1886.

By what authority incorporated: Act of April 4, 1868, and the Acts supplementary thereto.
Operated by Lake Shore and Michigan Southern Railway Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
C. P. Leland,	Cleveland, O.,	When their successors are elected.
Dan. P. Eells,	Cleveland, O.,	
Joseph McClure,	Sharon, Pa.,	
Walter Pierce,	Sharpsville, Pa.,	
J. S. Fruit,	Sharon, Pa.,	
Enoch Filer,	Sharon, Pa.,	
Joseph Forker,	Sharon, Pa.,	
F. H. Buhl,	Sharon, Pa.,	
John Phillips,	Sharon, Pa.,	

Date of last meeting of stockholders for election of directors: January 12, 1891.

Address of general office: Lake Shore and Michigan Southern Railroad Company, Cleveland, Ohio.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Dan. P. Eells,	Cleveland, O.
Secretary,	C. P. Leland,	do.
Treasurer,		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Shenango Valley Railway, .	Sharon, Pa.,	Ohio State Line.	Lake Shore and Michigan Southern railway.	1.95	1.95

Under date of October 1, 1889, the capital stock and outstanding liabilities and obligations of the Shenango Valley Railroad were purchased by the Mahoning Coal Railroad and a contract entered into, giving the said Mahoning Coal Railroad full possession of all the property of said Shenango Valley Railroad, and the right to collect and receive and retain all income and revenue to be derived from operating said road in perpetuity. The Mahoning Coal Railroad to pay all taxes and assessments and costs of maintaining corporate organization and maintain the property in good condition and repair.

Under the same date the said Shenango Valley Railroad was leased in perpetuity by the Mahoning Coal Railroad to the Lake Shore and Michigan Southern Railway, at a rental of 40 per cent. of gross earnings, and the payment of all taxes and maintenance of the property.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$127,787 33	Capital stock,	\$60,000 00
		Value of notes given contractor, .	67,787 33
Total,	\$127,787 33	Total,	\$127,787 33

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENN- SYLVANIA.
Bridges:		
Number iron,	1	1
Gauge of track,	4 ft. 8 1-2 in	

SINNEMAHONING VALLEY RAILROAD COMPANY.

Date of organization: May 8, 1885.

By what authority incorporated: Pennsylvania General Law, approved April 4, 1868.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRA- TION OF TERM.
W. I. Lewis,	Coudersport, Pa.,	January 9, 1894.
H. A. Avery,	Forest House, Pa.,	do.
H. Hutchinson,	Austin, Pa.,	do.
W. H. Sullivan,	Austin, Pa.,	do.
L. F. Johnson,	Austin, Pa.,	do.
Daniel Collins,	Austin, Pa.,	do.

Postoffice address of general office: Austin, Pa.

Postoffice address of operating company: Austin, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	M. E. Olmsted,	Harrisburg, Pa.
Vice President,	W. I. Lewis	Coudersport, Pa.
Secretary,	N. N. Metcalf,	Austin, Pa.
Treasurer,	E. O. Cheney,	Austin, Pa.
General Solicitor, Attorney, or Counsel,	W. I. Lewis,	Coudersport, Pa.
Auditor,	E. O. Cheney,	Austin, Pa.
General Manager,	C. M. Goodyear,	Austin, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Penn- sylvania.
	From—	To—		
Sinnemahoning Valley railroad, . .	Keating Summit, Pa.,	Costello, Pa.,	12 23	12.23

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$90,000 00	Capital stock,	\$90,000 00
Cash and current assets,	809 10	Current liabilities,	\$914 75
Other assets:		Cash,	809 10
Sundries,	914 75	Profit and loss,	169 73
Profit and loss,	169 73		
Total,	\$91,893 58	Total,	1,893 58
			\$91,893 58

CONTRACTS, AGREEMENTS, ETC.

Express companies pay twenty-one cents per one hundred pounds.
 Mails: \$392.88 yearly.

CHARACTERISTICS OF ROAD.

	ON WHOLE LELGH OF ROAD.	IN PENNSYL- VANIA.
Bridges:		
Number wooden.	1	1
Trestles:		
Number.	5	5
Aggregate length (feet).	32	32
Gauge of track,	4 ft. 9 in.	

SLATE RUN RAILROAD COMPANY.

Date of organization: December 9, 1884.
 By what authority incorporated: Under General Laws, approved June 8, 1874.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRA- OF TERM.
Wm. H. Jessup,	Scranton, Pa.,	March 26, 1894.
James B. Weed,	Binghamton, N. Y.,	do.
William S. Hill,	Binghamton, N. Y.,	do.
Wm. H. Jessup, Jr.,	Scranton, Pa.,	do.
George S. Jessup,	Scranton, Pa.,	do.
H. C. Jessup,	Scranton, Pa.,	do.
Horace E. Hand,	Scranton, Pa.,	do.

Date of last meeting of stockholders for election of directors: March 26, 1890.
 Postoffice address of general office: Montrose, Pa.
 Postoffice address of operating company: Slate Run, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	James B. Weed,	Binghamton, N. Y.
Secretary,	Wm. S. Hill,	Binghamton, N. Y.
Treasurer,	Frederick M. Weed,	Binghamton, N. Y.
Chief Engineer,	A. P. Bovier,	Elmira, N. Y.
General Solicitor, Attorney or Counsel,	Wm. H. Jessup,	Montrose, Pa.
General Manager,	E. C. Rodman,	Slate Run, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Penn- sylvania.
	From—	To—		
Slate Run railroad,	Slate Run, Pa.	North Bend, Pa.	15	15

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$65,757 31	Capital stock,	\$81,000 00
Cost of equipment,	15,242 69	Current liabilities,	11,010 84
Cash and current assets,	16,615 04	Profit and loss,	5,604 20
Total,	\$97,615 04	Total,	97,615 04

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYL- VANIA.
Bridges:		
Number wooden,	2	2
Trestles:		
Number,	16	16
Aggregate length (feet),	1,239	1,239
Gauge of track,	3 feet.	

SLACKWATER CONNECTING RAILROAD COMPANY.

Date of organization: June 30, 1892.
By what authority incorporated: Act of April 4, 1868 and the several supplements and amendments thereto.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
James Hemphill,	Pittsburg, Pa.,	Until successors are elected and qualified.
W. C. Fownes,	Pittsburg, Pa.,	
H. C. Fownes,	Pittsburg, Pa.,	
E. S. Fownes,	Pittsburg, Pa.,	
V. Matthews,	Pittsburg, Pa.,	
Jos. S. Brown,	Allegheny, Pa.,	

Date of last meeting of stockholders for election of directors: June 30, 1892.
Postoffice address of general office: German National Bank Building, Pittsburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Henry C. Fownes,	Pittsburg, Pa.
Secretary,	E. S. Fownes,	do.
Treasurer,	W. C. Fownes,	do.
General Solicitor, Attorney or Counsel,	C. C. Dickey,	do.
Auditor,	V. Matthews,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Slackwater Connecting railroad.	A point on the Monongahela river in the first pool of the Monongahela Slackwater Navigation Company, in the County of Allegheny in said Commonwealth.	A point in Braddock township in said county, at the line of P. & C. R. R. Co. now in possession of the Baltimore and Ohio Railroad Company.	1.00	1.00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$4,800 00	Capital stock,	\$10,000
Cost of equipment,	5,200 00		
Total,	\$10,000 00	Total,	\$10,000 00

CHARACTERISTICS OF ROAD.

Trestles:

Number,	1
Aggregate length (feet),	1,300
Gauge of track,	4 ft. 8 1-2 in

SOMERSET COUNTY RAILROAD COMPANY.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	NAME.	POSTOFFICE ADDRESS.
Joseph Heineu,	East Mauch Chunk, Pa.,	Frank Schwartz,	East Mauch Chunk, Pa.
Frank Schweibinz,	East Mauch Chunk, Pa.,	Pius Schweibinz,	do. do.
John Schabo,	Shamokin, Pa.,	Joseph Schaefer,	do. do.

Date of last meeting of stockholders for election of directors: December 31, 1892.

Postoffice address of general office: Confluence, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Max Schweibinz,	Confluence, Pa.
Secretary,	Alfred Schweibinz,	do.
Treasurer,	P. H. Schweibinz,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Somerset County railroad,	Schweibinz station, Schweibinz mills, .	Schweibinz Mills, . Stone Quarry. . . .	8.70 .20	8.70 .20
Total mileage operated,			8.90	8.90

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	74,300 00	Capital stock,	\$74,300 00

CHARACTERISTICS OF ROAD.

Gauge of track, 3 feet.

SOMERSET AND CAMBRIA RAILROAD COMPANY.

Date of organization: January 27, 1879.
By what authority incorporated: Somerset and Mineral Point Railroad Company, Act of April 8, 1861, State of Pennsylvania. Reorganized as Somerset and Cambria Railroad Company, January 27, 1879.
Operated by The Baltimore and Ohio Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Koontz,	Somerset, Pa.,	First Monday in May, 1894.
Mord Lewis,	Clarksbugg, W. Va.,	do. do.
W. J. Hitchman,	Mt. Pleasant, Pa.,	do. do.
Thomas Lynch,	Greensburg, Pa.,	do. do.
W. P. Kooser,	Somerset, Pa.,	do. do.
C. S. Wight,	Pittsburgh, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: May 1, 1893.
Postoffice address of general office: Pittsburg, Pa.
Postoffice address of operating company: Pittsburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. B. Washington,	Pittsburgh, Pa.
Secretary,	A. W. Black,	do.
Treasurer,	W. H. Ijams,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line to Pennsylvania.
	From—	To—			
Somerset and Cambria Railroad Company.	Rockwood, Pa.	Johnstown, Pa.	Baltimore and Ohio Railroad Company.	45.10	45.10

Operated by Baltimore and Ohio Railroad Company, by reason of ownership of a majority of its stock, by the Pittsburg and Connellsville Railroad Company, which latter company is leased to the Baltimore and Ohio Railroad Company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$1,340,305 51	Capital stock,	\$1,000,000 00
Cash and current assets,	295,112 21	Funded debt,	636,000 00
Profit and loss,	58 28		
Total,	\$1,636,000 00	Total,	\$1,636,000 00

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENN- SYLVANIA.
Bridges:		
Number iron,	34	34
Number wooden,	30	30
Trestles:		
Number,	3	3
Aggregate length (feet),	353	353
Tunnels:		
Number,	1	1
Maximum length (feet),	322	322
Minimum length (feet),	322	322
Aggregate length of all tunnels (feet),	322	322
Telegraph:		
Miles of line operated by Western Union Telegraph Company,	45.10	45.10
Miles of wire operated by Western Union Telegraph Company,	90.20	90.20
Gauge of track,	4 ft. 8 3-4 in.	

SOUTH CHESTER RAILROAD COMPANY.

Date of organization: Articles of association filed June 22, 1891.

By what authority incorporated: Act approved April 4, 1868, and the supplements thereto.

Operated by The Philadelphia, Wilmington and Baltimore Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRA- TION OF TERM.
R. D. Barclay,	Philadelphia, Pa.,	February 13, 1894.
Lewis Neilson,	Philadelphia, Pa.,	do.
Wm. A. Patton,	Radnor, Delaware county, Pa.,	do.
N. Parker Shortridge,	Wynnewood, Montgomery county, Pa., . .	do.
John C. Sims,	Philadelphia, Pa.,	do.
Stephen W. White,	Philadelphia, Pa.,	do.

Date of last meeting of stockholders for election of directors: February 14, 1893.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: The Philadelphia, Wilmington and Baltimore Railroad Company, 233 South Fourth street, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John P. Green,	233 South Fourth street, Philadelphia, Pa.
Secretary,	Albert Hewson,	233 South Fourth street, Philadelphia, Pa.
Treasurer,	Wm. H. Brown,	233 South Fourth street, Philadelphia, Pa.
Chief Engineer,	Wm. Ward,	Chester, Pa.
Counsel,		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
South Chester railroad,	Howell street, Chester, Pa., south west-wardly.	The Crescent Oil Works, Chester, Pa.	The Philadelphia, Wil- mington and Baltimore Railroad Company.	2.72	2.72

Operated by the Philadelphia, Wilmington and Baltimore Railroad Company as a siding.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$134,494 81	Capital stock, paid on account. . .	\$100,000 00
Cash and current assets,	150,014 65	Payable on sub- scriptions, } 5,000 shares, }	150,000 00
Profit and loss,	135 35	Current liabilities,	34,644 81
Total,	\$284,644 81	Total,	\$284,644 81

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENN- SYLVANIA.
Trestles:		
Number,	3	3
Aggregate length (feet),	686	686

Gauge of track, 4 ft. 9 in.

SOUTH EASTON AND PHILLIPSBURG RAILROAD
COMPANY.

Date of organization: July 20, 1889.

By what authority incorporated: Pennsylvania, under Act of April 4, 1868.
Operated by Lehigh and Hudson River R.R. Co.

Operated by Lehigh and Hudson River Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
F. R. Cope,	Philadelphia,	January 8, 1894.
S. Shepherd,	do.	do.
E. Hill,	do.	do.
E. N. Moor,	do.	do.
W. A. Buchanan,	do.	do.
C. F. Howell,	do.	do.

Date of last meeting of stockholders for election of directors: January 9, 1893.

Postoffice address of general office: 226 South Third street, Philadelphia.

Postoffice address of operating company: Warwick, New York.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	E. B. Leisenring,	Philadelphia.
Secretary,	S. Shepherd,	do.
Treasurer,		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
South Easton and Phillipsburg railroad.	So. Easton, Pa.	Boundary line between States of New Jersey and Pennsylvania.	Lehigh and Hudson River Railway Company.	1	1

The property of the South Easton and Phillipsburg Railroad Company is operated by the Lehigh and Hudson River Railway Company.

The capital stock is owned by this company and its earnings and operating expenses are included in the reports of the Lehigh and Hudson River Railway Company, as of that company. The property of the South Easton and Phillipsburg Railroad consists substantially of a bridge across the Delaware River at Phillipsburg, New Jersey, connecting the Belvidere, Delaware division of the Pennsylvania Railroad (over which the Lehigh and Hudson River Railway have trackage rights between Belvidere and Phillipsburg), with the tracks of the Lehigh Valley and Central Railroad of New Jersey, at Easton, Pa.

The bridge and road proper is 1723 1-2 feet long with 1-4 mile approaches, and we make no separation of the earnings and operating expenses over this bridge, it forming a part of our line.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$82,899 12	Capital stock,	\$75,000 00
		Current liabilities,	7,899 12
Total,	\$82,899 12	Total,	\$82,899 12

SOUTH FORK RAILROAD COMPANY.

Date of organization: July 2, 1890.

By what authority incorporated: Under the provisions of an Act of the General Assembly of the Commonwealth of Pennsylvania, approved April 4, 1868, and the Acts supplementary thereto.

Operated by The Pennsylvania Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Richard Conlter,	Greensburg, Pa.,	March 27, 1894.
Henry D. Welsh,	Philadelphia, Pa.,	do.
George F. Huff,	Greensburg, Pa.,	do.
Robert Pitcairn,	Pittsburgh, Pa.,	do.
William A. Patton,	Philadelphia, Pa.,	do.
W. H. Barnes,	Philadelphia, Pa.,	do.

Date of last meeting of stockholders for election of directors: March 28, 1893.
Postoffice address of general office: 233 South Fourth street, Philadelphia.
Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel Rea,	Philadelphia, Pa.
Secretary and Treasurer,	James R. McClure,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
South Fork railroad,	South Fork, . . .	Coal Mines, . . .	Pennsylvania railroad Company.	8.12	8.12

Agreement dated August 15, 1891. The Pennsylvania Railroad Company to take possession of the railroad of this company and its appurtenances, and to furnish the necessary motive power and rolling stock therefor, and to operate and maintain said railroad and appurtenances on behalf of and as agents of this company upon the following terms and conditions:

1. To keep full and accurate accounts of the receipts and expenditures included in such operation, and to furnish an account of the same at the end of each month to this company.
2. To deduct from the gross receipts, all proper operating expenses and customary charges for the use of the rolling stock used upon the railroad of this company.
3. To pay over any moneys remaining, after deducting the expenses and charges in Section No. 2 hereof recited, to the treasurer of this company.
4. This arrangement to be terminable at the option of either party thereto upon thirty days' notice given in writing to the other party of its desire to terminate the same.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$99,840 26	Capital stock,	\$28,000 00
Profit and loss,	14,122 23	Current liabilities,	85,962 49
Total,	\$113,962 49	Total,	\$113,962 49

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	2	2
Trestles:		
Number,	1	1
Aggregate length (feet),	96	96
Gauge of track,	4 ft. 9 in.	

SOUTHERN PENNSYLVANIA RAILWAY AND MINING COMPANY.

Date of organization: February 1, 1873.

By what authority incorporated: Laws of Pennsylvania, Acts of Assembly, dated March 22, 1867 and April 30, 1869.

Operated by Cumberland Valley Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thomas B. Kennedy,	Chambersburg, Pa.,	May, 1894.
M. C. Kennedy,	Chambersburg, Pa.,	do.
Geo. B. Roberts,	Philadelphia, Pa.,	do.
Henry D. Welsh,	Philadelphia, Pa.,	do.
John P. Green,	Philadelphia, Pa.,	do.
W. W. Jennings,	Harrisburg, Pa.,	do.
George H. Stewart,	Shippensburg, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 1, 1893.

Postoffice address of general office: Chambersburg, Pa.

Postoffice address of operating company: Chambersburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Thomas B. Kennedy,	Chambersburg, Pa.
Secretary,	W. L. Ritchey,	do.
Treasurer,		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Southern Pennsylvania Railroad and Mining Company.	Junct. C. V. railroad.	Mercersburg,	Cumberland Valley railroad,	13.60	13.60
	Mercersburg Junction.	Richmond,	Cumberland Valley railroad.	7.80	7.80
Total mileage,				21.40	21.40

Leased to and operated by the Cumberland Valley Railroad Company, as part of its system, upon the terms that the receipts shall be applied to cost of maintaining, keeping and perpetuating the railroad property and equipment used thereon, and all other expenses of operation, including taxes, insurance, etc. The balance, if any, to be paid to the lessor. Lease dated March 1, 1870, and running for a period of one hundred and ninety-nine years.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, including landed estate,	\$1,425,000 00	Capital stock,	\$800,000 00
Profit and loss,	169,590 17	Funded debt,	625,000 00
		Current liabilities,	169,590 17
Total,	\$1,594,590 17	Total,	\$1,594,590 17

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	5	5
Number wooden,	1	1

Gauge of track, 4 ft. 9 in.

SOUTH WEST PENNSYLVANIA RAILWAY COMPANY.

Date of organization: Incorporated March 16, 1871.

By what authority incorporated: Special Act of March 16, 1871.

If a consolidated company, name the constituent companies: The Uniontown and West Virginia Railroad Company was consolidated with the South West Pennsylvania Railway Company, March 3, 1877.

Uniontown and West Virginia Railroad Company was chartered April 2, 1868. Sold March 4, 1874.

The Uniontown and West Virginia Railroad Company, organized April 3, 1874, by purchasers of Uniontown and West Virginia Railroad Company.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

TITLE.	NAME.	DATE OF EXPIRATION OF TERM.
W. H. Barnes,	Philadelphia,	March 6, 1894.
John K. Ewing,	Uniontown, Pa.,	do.
Wm. J. Howard,	Philadelphia,	do.
George F. Huff,	Greensburg, Pa.,	do.
William A. Patton,	Philadelphia,	do.
Robert Pitcairn,	Pittsburgh, Pa.,	do.
Samuel Rea,	Philadelphia,	do.
G. B. Roberts,	Philadelphia,	do.
N. Parker Shortridge,	Wynnewood, Pa.,	do.
George A. Torrence,	New Haven, Pa.,	do.
Henry D. Welsh,	Philadelphia,	do.
J. F. Wentling,	Greensburg, Pa.,	do.

Date of last meeting of stockholders for election of directors: March 7, 1893.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John P. Green,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
South West Pennsylvania railway,	Greensburg,	Fairchance,	Pennsylvania Railroad Company.	44.50	44.50
Branches,				64.46	64.46
Total mileage,				108.96	108.96

Leased to the Pennsylvania Railroad Company, for one year. Renewed every year from April 1. Rental, net earnings.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$2,562,184 77	Capital stock,	\$1,499,900 00
Cash and current assets,	1,144,704 81	Funded debt,	900,000 00
Sinking fund,	38,000 00	Current liabilities,	49,154 61
		Fund for redemption of bonds,	73,395 00
		Profit and loss,	1,222,439 97
Total,	\$3,744,889 58	Total,	\$3,744,889 58

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges :		
Number stone,	2	2
Number iron,	35	35
Number wooden,	58	58
Trestles :		
Number,	20	20
Aggregate length (feet),	3,645	3,645
Telegraph :		
Miles of line owned by this company,	68.55	68.55
Miles of wire owned by this company,	173.50	173.50
Miles of line operated by Pennsylvania Railroad Company, lessee,	68.55	68.55
Miles of wire operated by Pennsylvania Railroad Company, lessee,	173.50	173.50
Gauge of track,	4 ft. 9 in.	

STATE LINE RAILROAD COMPANY.

Date of organization: April 11, 1884.

By what authority incorporated: State of Pennsylvania, Acts of April 4, 1868 and June 8, 1874.

Operated by The Baltimore and Ohio Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. B. Washington,	Pittsburg, Pa.,	Second Monday in April, 1894.
Johns McCleave,	Pittsburg, Pa.,	do. do.
E. D Smith,	Pittsburg, Pa.,	do. do.
Alex. Bradley,	Pittsburg, Pa.,	do. do.
Wm. Reed,	Baltimore, Md.,	do. do.
J. T. Odell,	Baltimore, Md.,	do. do.

Date of last meeting of stockholders for election of directors: April 10, 1893.

Postoffice address of general office: Pittsburg, Pa.

Postoffice address of operating company: Pittsburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Thos. M. King,	Philadelphia, Pa.
Secretary,	J. B. Washington,	Pittsburg, Pa.
Treasurer,	W. H. Ijams,	Baltimore, Md.
Auditor,	W. T. Thelin,	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
State Line Railroad,	Uniontown, Pa.	Smithfield, Pa.	Baltimore and Ohio Railroad Company.	10.20	10.20
Redstone branch,	Redstone, Junc., Pa.	Redstone, Pa.	Baltimore and Ohio Railroad Company.	1	1
Total mileage,				11.20	11.20

Operated by the Baltimore and Ohio Railroad Company, by reason of ownership of a majority of its stock from April 11, 1884.

GENERAL BALANCE SHEET.

DR.			
Cost of road,	\$645,650 36	Capital stock,	\$260,000 00
		Current liabilities,	373,485 72
		Profit and loss,	12,164 64
Total,	\$645,650 36	Total,	\$645,650 36

IMPORTANT CHANGES DURING THE YEAR.

During the year the road was extended to Smithfield, Pa., a distance of 6.98 miles.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	10	10
Number wooden,	3	3
Trestles:		
Number,	7	7
Aggregate length (feet),	1,824	1,824
Gauge of track,	4 ft. 8 3-4 in.	

STATE LINE AND SULLIVAN RAILROAD COMPANY,

Date of organization: December 2, 1874.
By what authority incorporated: Pennsylvania Act concerning railroads, approved April 8, 1861; also February 19, 1867, Sullivan and Erie Coal and Railroad Company.
Operated by Lehigh Valley Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. S. Grant,	1516 Spruce street, Philadelphia,	May, 1894.
Henry C. Davis,	New York city,	do.
N. N. Betts,	Towanda, Pa.,	do.
Charles H. Baner,	2021 Spring Garden street, Philadelphia,	do.
Charles Y. Audenried,	1823 Walnut street, Philadelphia,	do.
Herman Hoopes,	Drexel Building, Philadelphia,	do.

Date of last meeting of stockholders for the election of directors: May 17, 1893.
Postoffice address of general office: 204 Walnut Place, Philadelphia.
Postoffice address of operating company: Lehigh Valley Railroad Company, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. Raymond Claghorn,	Philadelphia.
Secretary,	O. A. Baldwin,	Towanda, Pa.
Treasurer,	J. O. Blight,	Towanda, Pa.
General Manager,		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
State Line and Sullivan railroad.	Bernice, . . .	Monroeton, . .	Lehigh Valley Railroad Company.	24	24

The road is operated by the Lehigh Valley Railroad Company (Pennsylvania and New York Central Railroad Company Division), under lease dated April, 1884, for fifty years from May 1, 1884. Details of operation of Railroad Company can be obtained from that company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$625,000 00	Capital stock,	\$980,250 00
Bonds owned,	20,000 00	Funded debt,	300,000 00
Other permanent investments,	129,151 78	Current liabilities,	20,194 33
Lands owned,	500,000 00	Profit and loss,	71,343 65
Cash and current assets,	93,636 20		
Other assets,	4,000 00		
Total,	\$1,371,787 98	Total,	\$1,371,787 98

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	3	3
Trestles:		
Number,	1	1
Aggregate length (feet),	175	
Telegraph:		
Miles of line owned by this company,	24	
Miles of wire owned by this company,	58	
Gauge of track,	4 ft. 8 1-2 in	

STEWART RAILROAD COMPANY.

Date of organization: September 9, 1887.

By what authority incorporated: Act approved April 4, 1868, and the Acts supplementary thereto.

Operated by Lake Shore and Michigan Southern Railway Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Dan. P. Eells,	Cleveland, O.,	When their successors are elected.
James N. McClure,	Sharon, Pa.,	
Samuel McClure,	Sharon, Pa.,	

Date of last meeting of stockholders for election of directors: January 12, 1891.
Postoffice address of operating company: Lake Shore and Michigan Southern Railway Company, Cleveland, Ohio.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Dan. P. Eells,	Cleveland, O.
Secretary,	C. P. Leland,	do.
Treasurer,		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Stewart railroad,	Stewart Iron Works, Sharon, Pa.	Ohio State Line.	Lake Shore and Michigan Southern railway.	.32	.32

Under date of October 1, 1889, the capital stock and outstanding liabilities and obligations of the Stewart Railroad Company, were purchased by the Mahoning Coal Railroad and a contract entered into, giving the said Mahoning Coal Railroad full possession of all the property of the said Stewart Railroad Company and the right to collect and receive and retain all income and revenue to be derived from operating said road in perpetuity. The Mahoning Coal Railroad Company to pay all taxes and assessments and cost of maintaining the property in good condition and repair.
Under same date the said Stewart Railroad was leased in perpetuity by the Mahoning Coal Railroad to the Lake Shore and Michigan Southern, at an annual rental of 40 per cent. of the gross earnings and the payment of all taxes and the maintenance of the property.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$7,114 20	Capital stock,	\$7,700 00
Profit and loss,	585 80		
Total,	\$7,700 00	Total,	\$7,700 00

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	1	1
Gauge of track,	4 ft. 8 1-2 in	

STEWARTSTOWN RAILROAD COMPANY.

Date of organization: September 22, 1884.
By what authority incorporated: Under General Laws of Pennsylvania.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Jno S. Leib,	Baltimore, Md.,	Second Monday in January, 1894
J. Schall Wilhelm,	York, Pa.,	do. do.
J. W. Anderson,	Stewartstown, Pa.,	do. do.
A. G. Bowman,	Stewartstown, Pa.,	do. do.
J. C. Jordan,	Stewartstown, Pa.,	do. do.
T. B. Fulton,	Stewartstown, Pa.,	do. do.
Wm. Hammill,	Stewartstown, Pa.,	do. do.
A. T. Grove,	Stewartstown, Pa.,	do. do.
John Johnson,	Stewartstown, Pa.,	do. do.
M. W. Balm,	New Freedom, Pa.,	do. do.
John Y. Keeny,	Tolna, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: January 13, 1893.
Postoffice address of general office: Stewartstown.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	James Fulton,	Stewartstown, Pa.
Vice-President,	M. W. Balm,	New Freedom, Pa.
Secretary,	A. G. Bowman,	Stewartstown, Pa.
Treasurer,	J. W. Anderson,	Stewartstown, Pa.
Auditor,	C. W. Shaw,	Stewartstown, Pa.
General Manager,	M. W. Balm,	New Freedom, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Penn-sylvania.
	From—	To—		
Stewartstown railroad,	Stewartstown, Pa., .	New Freedom, Pa., .	7.2	7.2

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$58,899 17	Capital stock,	\$70,000 00
Cost of equipment,	8,148 48	Profit and loss,	13,491 42
Lands owned, not counted in cost of road,	378 78		
Cash and current assets,	5,364 99		
Sundries, supplies,	700 00		
Total,	\$83,491 42	Total,	\$83,491 42

CONTRACTS, AGREEMENTS, ETC.

Express pays us 10 per cent. on gross earnings and 10 cents per one hundred pounds for transportation.
Mail: United States Government pays us \$327.00 per annum for carrying mail and delivery to offices at terminals.

On freight and passenger business we have joint rates with Northern Central Railway, in which freight charges are based on a constructive distance of twenty miles on our road; the Northern Central Railway allows us arbitrary rates for our proportion of the earnings.

To encourage the building of the road the Northern Central Railway agreed to give the Stewartstown Railroad 15 per cent. of the earnings on all passenger and freight business originating on or consigned to points on the Stewartstown Railroad, coming off the Northern Central Railroad, between Harrisburg and Baltimore, or consigned to points on same.

CHARACTERISTICS OF ROAD.

Bridges:		
Number,		1
Trestles:		
Number,		5
Aggregate length (feet),		2,000

STONY CREEK RAILROAD COMPANY.

Date of organization: May 26, 1868.

By what authority incorporated: Under the laws of the State of Pennsylvania, Act of April 14, 1868.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John Slingluff,	Norristown, Pa.,	Third Monday in January, 1894.
F. D. Sower,	Norristown, Pa.,	do. do.
Daniel C. Getty,	Norristown, Pa.,	do. do.
John Oherholtzer,	Norristown, Pa.,	do. do.
J. P. Hall Jenkins,	Norristown, Pa.,	do. do.
W. H. Slingluff,	Norristown, Pa.,	do. do.
William Stahler,	Norristown, Pa.,	do. do.
John Jamison,	Norristown, Pa.,	do. do.
John S. Heehner,	Lansdale, Pa.,	do. do.
David S. Heehner,	Lansdale, Pa.,	do. do.
Samuel Dresher,	Norritonville, Pa.,	do. do.
Oliver G. Morris,	Line Lexington, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: January 16, 1893.

Postoffice address of general office: 318 DeKalb street, Norristown, Pa.

Postoffice address of operating company: 318 DeKalb street, Norristown, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	James Boyd,	Norristown, Pa.
Secretary and Treasurer,	Howard Boyd,	do.
Engineer,	Geo. B. Boggs,	do.
General Solicitor, Attorney or Counsel, ..	James Boyd,	do.
Auditor,	F. C. Boggs,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Stony Creek,	Norristown, Pa.,	Lansdale, Pa.,	10.30	10.30

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	\$548,922 54	Capital stock.	\$176,100 00
Cost of equipment.	397 34	Funded debt.	350,000 00
Bonds of other companies owned.	300 00	Current liabilities.	589,699 32
Cash and current assets.	21,489 12	Accrued interest on funded debt not yet payable.	6,125 00
Profit and loss.	556,315 32	Mortgages and ground rents.	5,500 00
Total.	\$1,127,424 32	Total.	\$1,127,424 32

CONTRACTS, AGREEMENTS, ETC.

No contracts nor agreements. In the regular intercourse of business transactions there is a mutual arrangement in the proration of passenger and freight traffics, generally upon a mileage basis.
An agreement with the Philadelphia, Reading and Pottsville Telegraph Company for the use of its line, at a certain annual rental.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron.	9	9
Trestles:		
Number.	1	1
Aggregate length (feet).	50	50

NOTE.—The telegraph line is owned by the Philadelphia, Reading and Pottsville Telegraph Company, and is used by this company for railroad business only, otherwise operated by the said telegraph company.
Gauge of track, 4 ft. 8 1-2 in

SUGAR RUN RAILROAD COMPANY.

Date of organization: November 10, 1892.
By what authority incorporated: 1868, General Railroad Laws.
Operated by Sugar Run Railroad.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
C. V. Merrick.	Bradford, Pa.	January, 1894.
L. Emery, Jr.	Bradford, Pa.	do.
W. H. Ronnsville.	Coudersport, Pa.	do.
M. L. Gridley.	Coudersport, Pa.	do.
J. F. Stone.	Coudersport, Pa.	do.
A. A. Healy.	New York city.	do.
F. C. Leonard.	Coudersport, Pa.	do.

Date of last meeting of stockholders for election of directors: January 10, 1893.
Postoffice address of general office: Coudersport, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	W. I. Lewis.	Coudersport, Pa.
Vice-President and General Manager.	A. A. Healy.	90 Gold street, New York.
Secretary.	L. E. Larrabee.	Coudersport, Pa.
Treasurer.	Frank Healy.	90 Gold street, New York.
Chief Engineer.	F. E. Dalrymple.	Bradford, Pa.
General Solicitor, Attorney or Counsel.	W. I. Lewis.	Coudersport, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Sugar Run railroad,	Allegheny Junction, Pa.,	Allen's Camp, . .	8	

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$51,892 55	Capital stock,	\$24,000 00
Cost of equipment,	5,500 00	Current liabilities,	1,085 37
Cash and current assets,	3,293 76	Estimate amount of debt,	25,000 00
		Profit and loss,	5,600 94
Total,	\$60,686 31	Total,	\$60,686 31

CHARACTERISTICS OF ROAD.

Gauge of track, 4 ft. 8 1-2 in

SUNBURY, HAZLETON AND WILKES-BARRE RAILWAY COMPANY.

Date of organization: May 1, 1878.
By what authority incorporated: General Law of April 8, 1861.
Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Barnes,	Philadelphia,	May 15, 1894.
A. J. Cassatt,	do.	do.
H. H. Houston,	do.	do.
Samuel Rea,	do.	do.
G. B. Roberts,	do.	do.
Henry D. Welsh,	do.	do.

Date of last meeting of stockholders for election of directors: May 16, 1893.
Postoffice address of general office: 233 South Fourth street, Philadelphia.
Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	John P. Green,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Sunbury, Hazleton and Wilkes-Barre railway.	Sunbury, . .	Tomhicken,	Pennsylvania Railroad Company.	43.44	43 44

Leased to the Pennsylvania Railroad Company for fifty years, from May 1, 1878. Rental, net earnings.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$3,535,163 71	Capital stock,	\$1,000,000 00
Cash and current assets,	379,954 96	Funded debt,	2,535,000 00
Other assets :		Current liabilities,	6,765 75
Sinking fund, series A, \$75,000 00		Profit and loss,	456,022 92
Sinking fund, series B, 7,670 00			
	\$2,670 00		
Total,	\$3,997,788 67	Total,	\$3,997,788 67

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	5	5
Number iron,	8	8
Number wooden,	4	4
Trestles:		
Number,	8	8
Aggregate length (feet),	801	801
Telegraph:		
Miles of line owned by this company,	43.37	43.37
Miles of wire owned by this company,	255.61	255.61
Miles of line operated by Pennsylvania Railroad Company, lessee, . .	43.37	43.37
Miles of wire operated by Pennsylvania Railroad Company, lessee, . .	255.61	255.61
Gauge of track,	4 ft. 9 in.	

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: First mortgage bonds, series A and B. Sinking fund: One-half of one per cent. of amount of bonds issued, is appropriated annually, to which is added the interest on bonds already purchased and in the fund.

SUNBURY AND LEWISTOWN RAILWAY COMPANY.

Date of organization: Reorganized January 6, 1876.

By what authority incorporated: Under Laws of State of Pennsylvania.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Aaron Fries,	Bullitt Building, Philadelphia, Pa., . .	May 7, 1894.
Edward J. Berwind,	Bullitt Building, Philadelphia, Pa., . .	do.
Stephen Greene,	27 South Fifth street, Philadelphia, Pa.,	do.
John Hart,	Doylestown, Pa.,	do.
Samuel G. Lewis,	27 South Fifth street, Philadelphia, Pa.,	do.
John W. Maffy,	27 North Third street, Philadelphia, Pa.,	do.
George Shannon,	Norristown, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 1, 1893.

Postoffice address of general office: Room 257 Bullitt Building, Philadelphia, Pa.

Postoffice address of operating company: 233 South Fourth street, Philadelphia, Pa., (Pennsylvania Railroad Company.)

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Aaron Fries,	Room 257 Bullitt Building, Philadelphia, Pa.
Vice President,	Samuel G. Lewis,	27 South Fifth street, Philadelphia, Pa.
Secretary,	Frank S. Lewis,	Room 257 Bullitt Building, Philadelphia, Pa.
Treasurer,		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Sunbury and Lewistown railway.	Lewistown.	Selinsgrove Junction.	Pennsylvania Railroad Company.	43.45	43.45

Sunbury and Lewistown Railway operated by Pennsylvania Railroad Company, for cost and one-half of net earnings after payment of interest on bonds outstanding.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$1,100,000 00	Capital stock,	\$600,000 00
Cash and current assets,	118,599 01	Funded debt,	500,000 00
		Profit and loss,	118,599 01
Total,	\$1,218,599 01	Total,	\$1,218,599 01

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	12	12
Number wooden,	7	7
Trestles:		
Number,	4	4
Aggregate length (feet),	1,245	1,245
Telegraph:		
Miles of line owned by this company,	43.45	43.45
Miles of wire owned by this company,	48.45	48.45
Miles of line operated by the Pennsylvania Railroad Company, lessee,	44.85	44.85
Miles of wire operated by the Pennsylvania Railroad Company, lessee,	51.25	51.25
Gauge of track,	4 ft. 9 in.	

SUSQUEHANNA AND BUFFALO RAILROAD COMPANY.

Date of organization: September 22, 1891.

By what authority incorporated: Charter from Commonwealth, under the Act of April 4, 1868 and June 8, 1874.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John R. T. Ryan,	Williamsport, Pa.,	January 29, 1894.
Albert T. Hermance,	do.	do.
Garret D. Tinsman,	do.	do.
H. A. Merriman,	do.	do.
George L. Miller,	do.	do.
G. T. Ryan,	do.	do.
H. W. Lentz,	do.	do.
Frauk Parsons,	do.	do.
George E. Groff,	do.	do.

Date of last meeting of stockholders for election of directors: June 20, 1893.

Postoffice address of general office: 34 West Fourth street, Williamsport, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John R. T. Ryan,	Williamsport, Pa.
Vice President,	Albert D. Hermance,	Williamsport, Pa.
Secretary,	Garret Tinsman,	Williamsport, Pa.
Treasurer,	John S. Brown,	Williamsport, Pa.
Chief Engineer,	George L. Miller,	Bitumen, Clinton county, Pa.
General Solicitor, Attorney or Counsel,	Candor & Munson,	Williamsport, Pa.
General Manager,	Geo. L. Miller,	Bitumen, Clinton county, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From--	To--		
Susquehanna and Buffalo railroad.	Cook Run, Pa.,	Foot of plane,	1.50	1.50

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road and equipment,	\$23,443 26	Capital stock,	\$20,160 00
Cash and current assets,	1,101 24	Salaries,	2,894 72
Profit and loss,	2,912 32	Wages, interest, etc.,	4,402 10
Total,	\$27,456 82	Total,	\$27,456 82

CONTRACTS, AGREEMENTS, ETC.

Mail contract for year, \$97.44.

CHARACTERISTICS OF ROAD.

Gauge of track, 4 ft. 8 1-2 in

SUSQUEHANNA AND CLEARFIELD RAILROAD COMPANY.

Date of organization: December 8, 1879.

By what authority incorporated: General Law of April 4, 1868.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Barnes,	Philadelphia,	February 6, 1894.
John P. Green,	Philadelphia,	do.
G. B. Roberts,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
George Wood,	Philadelphia,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.

Date of last meeting of stockholders for election of directors: February 7, 1893.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel Rea,	Philadelphia, Pa.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Susquehanna and Clearfield railroad.	Keating, . .	Karthaus, .	Pennsylvania Railroad Company.	22.78	22.78
Branch, . . . . .	.....	.....	.....	2.11	2.11
Total mileage, . . . . .	.....	.....	.....	24.89	24.89

Operated by the Pennsylvania Railroad Company, under resolution of board of directors, adopted July 23, 1884. Rental, net earnings.

This arrangement is terminable at the option of either party, on thirty days' notice.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$570,912 55	Capital stock,	\$286,000 00
Cash and current assets,	10,357 12	Funded debt,	285,000 00
Profit and loss,	82,355 33	Current liabilities,	92,625 00
Total,	\$663,625 00	Total,	\$663,625 00

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYL VANIA.
Bridges:		
Number wooden.	11	11
Telegraph:		
Miles of line owned by this company.	22.50	22.50
Miles of wire owned by this company.	22.50	22.50
Miles of line operated by Pennsylvania Railroad Company.	22.50	22.50
Miles of wire operated by Pennsylvania Railroad Company.	22.50	22.50
Gauge of track,	4 ft. 9 in.	

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: The mortgage provides that a sum sufficient to purchase bonds to the extent of one per cent. of the amount issued, whenever they can be obtained at par or less, shall be annually appropriated therefor, provided the net earnings are sufficient.

TAMAQUA, HAZLETON AND NORTHERN RAILROAD COMPANY.

Date of organization: May 13, 1891.

By what authority incorporated: Pennsylvania, Act for the formation and regulation of railroad corporations, April 4, 1868.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. H. O'Brien.	Philadelphia.	First Monday in May, 1894.
James M. Landis.	do.	do. do.
D. Jones.	do.	do. do.
W. B. Scott.	do.	do. do.
W. R. Taylor.	do.	do. do.
C. H. Quarles.	do.	do. do.
R. Weston.	do.	do. do.
W. G. Brown.	do.	do. do.

Date of last meeting of stockholders for election of directors: May 1, 1893.

Postoffice address of general office: Reading Terminal Building, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	Joseph S. Harris.	Philadelphia.
Secretary.	W. R. Taylor.	do.
Treasurer.	W. A. Church.	do.
Comptroller.	D. Jones.	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Tamaqua, Hazelton and Northern railroad.	Lofty, Pa.,	Roan, Pa.,	9.90	9.90

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$333,295 78	Capital stock,	\$300,000 00
Cash and current assets,	376 56	Current liabilities,	39,510 53
Profit and loss,	5,838 19		
Total,	\$339,510 53	Total,	\$339,510 53

CHARACTERISTICS OF ROAD.

Gauge of track, 4 ft. 8 1-2 in

TIADAGHTON AND FAHNASTALK RAILWAY COMPANY.

Date of organization: March 11, A. D. 1892.
By what authority incorporated: Under the General Railway Laws of Pennsylvania, Act of April 4, A. D. 1868, and supplements thereto.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
E. G. Schieffelin,	Wellsboro', Pa.,	First Monday of January, 1894.
D. M. Lounsbury,	Stokesdale, Pa.,	do. do.
Abram Farr,	Niles Valley, Pa.,	do. do.
George A. Vail,	Orange, N. J.,	do. do.
George D. Aiken,	Tioga, Pa.,	do. do.
Frank Hammond,	Hammond, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: January 9, 1893.
Postoffice address of general office: Wellsboro, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	C. B. Farr,	Tioga, Pa.
Secretary,	J. Harrison,	Wellsboro', Pa.
Treasurer,	C. B. Farr,	Tioga, Pa.
General Solicitor, Attorney, or Counsel,	J. Harrison,	Wellsboro', Pa.
General Manager,	C. B. Farr,	Tioga, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Tiadaghton and Fahnestalk railway, Branch,	Tiadaghton,	Fahnestalk Creek, . .	5 1.62	5 1.62
Total mileage operated, . . .			6.62	6.62

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$56,810 70	Capital stock,	\$46,000 00
Cost of equipment,	7,010 72	Funded debt,	13,883 00
Cash and current assets,	2,003 96	Current liabilities,	39 62
		Items below are included in both accounts:	
		Ties on hand,	\$36 05
		Tools,	20 69
		Shop tools,	173 92
		Material for locomotive on hand,	600 00
		Rails on hand,	200 00
			1,080 66
		Profit and loss,	4,822 10
Total,	\$65,825 38	Total,	\$65,825 38

IMPORTANT CHANGES DURING THE YEAR.

Mortgage issued, \$15,000.00. New stock issued, \$14,000.00.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	1	1
Gauge of track,	4 ft. 8 1-2 in.	

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: The mortgage contains a pledge of gross earnings equal to one dollar per car of all freight handled on line of road.

TIOGA RAILROAD COMPANY FOR ITSELF, AND AS LESSEES OF THE ELMIRA STATE LINE RAILROAD.

Date of organization: 1851.

By what authority incorporated: Originally organized as the Tioga Navigation Company, April 12, 1823, by special charter from Pennsylvania of February 23, 1826.

Reorganized in 1851 under special act of 1850, giving power to create new stock, rebuild its line, and alter the name to the Tioga Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John King,	21 Cortlandt street, New York city, . .	First Monday in November, 1893.
J. G. McCullough,	21 Cortlandt street, New York city, . .	do. do.
E. B. Thomas,	21 Cortlandt street, New York city, . .	do. do.
G. H. Vailant,	21 Cortlandt street, New York city, . .	do. do.
William Wheelock,	320 Broadway, New York city,	do. do.
Ogden Mills,	15 Broad street, New York city,	do. do.
H. H. Cook,	115 Broadway, New York city,	do. do.
William Libby,	31 Nassau street, New York city,	do. do.
Andrew Donaldson,	21 Cortlandt street, New York city, . .	do. do.
George W. Quintard,	80 Broadway, New York city,	do. do.
H. W. Rathbone,	Elmira, N. Y.,	do. do.

Date of last meeting of stockholders for election of directors: First Monday in November, 1892.
Postoffice address of general office: 21 Cortlandt street, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John King,	P. O. Box 839, New York city.
Vice-President,	E. B. Thomas,	do. do.
Secretary,	A. R. Macdonough,	do. do.
Treasurer,	Edward White,	do. do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Tioga railroad,	New York State Line and Lawrenceville.	Junction A. & P. C. R. R.	42.83	42.83
Morris Run branch,	Blossburg,	Morris Run,	3.56	3.56
Elmira State Line railroad,	State Line Junction, N. Y.	Pennsylvania State Line.	6.50	
Arnot and Pine Creek railroad,	Arnot Junction,	Hoytville,	11.83	11.83
Total mileage operated,			64.72	58.22

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,		Capital stock,	\$580,900 06
Cost of equipment,	\$1,474,683 93	Funded debt,	789,500 00
Stocks of other companies owned,	1,000 00	Current liabilities,	342 00
Other permanent investments:		Accrued interest on funded debt not yet payable,	10,891 66
Real estate and build- ings,	\$39,391 90	Accrued rentals of leased lines,	3,638 50
Arnot and Pine Creek railroad additions,	3,350 74	Elmira State Line railroad stock,	29,200 00
	42,742 64	Profit and loss,	2,436,546 77
Cash and current assets,	2,332,652 36		
Total,	\$3,851,078 93	Total,	\$3,851,078 93

CONTRACTS, AGREEMENTS, ETC.

No independent contracts, as this company works under the contracts of these classes of the New York, Lake Erie and Western Railroad.

Contract of February 1, 1883, with the Fall Brook Coal Company, the Corning, Cowanesque and Antrim Railroad Company, and the Morris Run Coal Mining Company. Term twenty years. Agreement for interchange of trackage facilities at a fixed rate, one-half of one cent per ton per mile, or one dollar per car.

Contract October 2, 1875, with Northern Central Railroad Company. Term ninety-nine years. Tioga connection between Lawrenceville and Elmira to be built, give Tioga Company trackage rights from this connection over roads controlled by the Northern Central Railroad Company, at one cent per mile per passenger, and three-quarters of one cent per ton per mile for coal and lumber.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYL- VANIA.
Bridges :		
Number iron,	8	8
Number wooden.	28	17
Trestles :		
Number,	25	13
Aggregate length (feet),	3,662	2,592
Telegraph :		
Miles of line owned by this company,	54	47
Miles of wire owned by this company,	54	47
Gauge of track,	4 ft. 8 1-2 in.	

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Track, switches, passenger and freight stations at Elmira and Southport. Pay to the New York, Lake Erie and Western Railroad Company.

TIONESTA VALLEY RAILROAD COMPANY.

Date of organization: September 9, A. D. 1879.

By what authority incorporated: Commonwealth of Pennsylvania.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRA- TION OF TERM.
Geo. Horton,	Sheffield,	One year.
Isaac Horton,	Sheffield,	do.
Jerry Crary,	Sheffield,	do.
C. W. R. Radeker,	Sheffield,	do.
J. H. Horton,	Sheffield,	do.
Webb Horton,	Middletown,	do.
H. H. Crary,	Binghamton,	do.
J. F. Schoellkopf,	Buffalo, N. Y.,	do.
Jas. Horton,	Buffalo, N. Y.,	do.

Date of last meeting of stockholders for election of directors: January 9, 1893.

Postoffice address of general office: Sheffield, Pa.

Postoffice address of operating company: Sheffield, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Webb Horton,	Middletown, N. Y.
Secretary,	J. H. Horton,	Sheffield, Pa.
Treasurer,	Chas. Sigel,	Sheffield, Pa.
Auditor,	A. H. Bailey,	Sheffield, Pa.
General Manager,	Isaac Horton,	Sheffield, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Tionesta Valley railroad,	Sheffield,	Sheffield Junction, . .	13
James branch,	Brookston,	Murphy,	5
Coon Run branch,	Point,	Coon Run,	2.5
Parrish branch,	Parrish,	Howland,	1.5
Cherry Grove railroad,	Sheffield,	Cherry Grove,	11
Sheffield and Spring Creek railroad,	Sheffield Junction, . .	Parrish,	9.5
Total mileage operated,			42.5

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$178,466 97	Capital stock,	\$100,000 00
Cost of equipment,	82,841 90	Current liabilities,	31,800 01
Cash and current assets,	1,991 33	Profit and loss,	131,405 19
Total,	\$263,300 20	Total,	\$263,300 20

CONTRACTS, AGREEMENTS, ETC.

Express Company: Fifteen cents per hundred on packages over twenty pounds. Five cents per pound on package under twenty pounds.

Mails: \$42.75 per mile; for Tionesta Valley Railroad, \$12.78; Sheffield and S. C. R. R., \$9.20.

CHARACTERISTICS OF ROAD.

Trestles:	
Number,	43
Aggregate length (feet),	3,431
Telephone:	
Miles of line owned by this company,	18
Gauge of track,	3 feet.

TIPTON RAILROAD COMPANY.

Date of organization: September 5, 1885.

By what authority incorporated: Under the provisions of an Act of the General Assembly of the Commonwealth of Pennsylvania, approved April 4, 1863, and the Acts supplementary thereto.

Operated by The Pennsylvania Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John P. Green,	Philadelphia, Pa.,	May 8th, 1894.
N. P. Shortridge,	Wynnewood, Pa.,	do.
Henry D. Welsh,	Philadelphia, Pa.,	do.
G. B. Roberts,	Philadelphia, Pa.,	do.
Wm. L. Elkins,	Philadelphia, Pa.,	do.
Amos R. Little,	Philadelphia, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 9, 1893.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel Rea,	Philadelphia, Pa.
Secretary,	James R. McClure,	do.
Treasurer,		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Tipton railroad,	Tipton, . . .	Coal mines,	Pennsylvania Railroad Company.	4.44	4.44

Agreement dated May 1, 1886.

The Pennsylvania Railroad Company to take possession of the railroad of this company and its appurtenances, and to furnish the necessary motive power and rolling stock therefor, and to operate and maintain said railroad and appurtenances on behalf of and as agent of this company upon the following terms and conditions:

1. To keep full and accurate accounts of the receipts and expenditures included in such operation, and to furnish an account of the same at the end of each month to this company.
2. To deduct from the gross receipts, all proper operating expenses and customary charges for the use of the rolling stock used upon the railroad of this company.
3. To pay over any moneys remaining, after deducting the expenses and charges in Section No. 2, hereof recited, to the treasurer of this company.
4. This arrangement to be terminable at the option of either party thereto, thirty days' notice given in writing to the other party of its desire to terminate the same.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$43,250 00	Capital stock,	\$43,250 00
Cash and current assets,	26,334 27	Profit and loss,	26,334 27
Total,	\$69,584 27	Total,	\$69,584 27

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	7	7
Gauge of track,	4 ft. 9 in.	

TRENTON CUT-OFF RAILROAD COMPANY.

Date of organization: Articles of association filed December 3, 1889.
By what authority incorporated: General Law of April 4, 1868,
Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Barnes,	Philadelphia,	January 15, 1891.
Wm. A. Patton,	Philadelphia,	do.
Samuel Rea,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
George Wood,	Philadelphia,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 16, 1893.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John P. Green,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Trenton Cut-off railroad, . .	Morrisville,	Bucks county line.	Pennsylvania Railroad Company.	15.70	15.70

Leased to the Pennsylvania Railroad Company, dated January 1, 1892, for one year. Rental, one dollar.

Lease to be continued from year to year until terminated by either party on six months' notice.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$1,301,158 03	Capital stock,	\$100,000 00
Profit and loss,	127 25	Funded debt,	1,200,000 00
		Current liabilities,	1,285 28
Total,	\$1,301,285 28	Total,	\$1,301,285 28

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges :		
Number stone,	10	10
Number iron,	7	
Telegraph :		
Miles of line owned by this company,	16	16
Miles of wire owned by this company,	32	32
Miles of line operated by Pennsylvania Railroad Company, lessee, . .	16	16
Miles of wire operated by Pennsylvania Railroad Company, lessee, . .	32	32
Gauge of track,	4 ft. 9 in.	

TRESCOW RAILROAD COMPANY.

Date of organization: May 26, 1870.
By what authority incorporated: Pennsylvania, under Act of April 4, 1868.
Operated by Central Railroad Company of New Jersey.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
E. W. Clark,	Philadelphia,	Second Monday in January, 1894.
Edward Lewis,	do.	do. do.
W. Hill,	do.	do. do.
C. F. Howell,	do.	do. do.
Thomas McKean,	do.	do. do.
F. R. Cope,	do.	do. do.

Date of last meeting of stockholders for election of directors: January 9, 1893.
Postoffice address of general office: 226 South Third street, Philadelphia.
Postoffice address of operating company: 143 Liberty street, New York.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	E. B. Leisenring,	Philadelphia.
Secretary and Treasurer,	S. Shepherd,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Trescow railroad,	Silver Brook.	Audenried. .	Central Railroad Company of New Jersey.	7.56	7.56

The Trescow Railroad was leased to the Central Railroad Company of New Jersey, March 31, 1871, and is operated by that company in connection with the Lehigh and Susquehanna Railroad.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$271,570 87	Capital stock,	\$130,000 00
		Current liabilities,	141,570 87
Total,	\$271,570 87	Total,	\$271,570 87

TURTLE CREEK VALLEY RAILROAD COMPANY.

Date of organization: May 7, 1886.
By what authority incorporated: Under the provisions of an Act of the General Assembly of the Commonwealth of Pennsylvania, approved April 4, 1868, and the Acts supplementary thereto.
Operated by The Pennsylvania Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Robert Pitcairn,	Pittsburg, Pa.,	May 8, 1894.
Henry P. Welsh,	Philadelphia, Pa.,	do.
John P. Green,	Philadelphia, Pa.,	do.
W. H. Barnes,	Philadelphia, Pa.,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.
Wm. A. Patton,	Philadelphia, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 9, 1893.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel Rea,	Philadelphia, Pa.
Secretary,	James R. McClure,	do.
Treasurer,		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Turtle Creek Valley railroad.	Stewart. . .	Export, . . .	Pennsylvania Railroad Company.	10.83	10.83
Turtle Creek Valley railroad.	Lyon's Run,	Branch, . .	Completed but not put in operation.	3.94	3.94
Total mileage,				14.82	14.82

Agreement dated September 28, 1891.

The Pennsylvania Railroad Company to take possession of the railroad of this company and its appurtenances, and to furnish the necessary motive power and rolling stock therefor, and to operate and maintain said railroad and appurtenances on behalf of and as agents of this company upon the following terms and conditions.

1. To keep full and accurate accounts of the receipts and expenditures included in such operation, and to furnish an account of the same at the end of each month to this company.

2. To deduct from the gross receipts, all proper operating expenses and customary charges for the use of the rolling stock used upon the railroad of this company.

3. To pay over any moneys remaining, after deducting the expenses and charges in Section No. 2, hereof recited, to the treasurer of this company.

4. This arrangement to be terminable at the option of either party thereto upon thirty days' notice given in writing to the other party of its desire to terminate the same.

The above agreement of September 28, 1891, terminated May 31, 1893, by sale of road.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$388,919 34	Capital stock,	\$250,000 00
Cash and current assets,	4,184 36	Current liabilities,	138,919 34
		Profit and loss,	4,184 36
Total,	\$393,103 70	Total,	\$393,103 70

IMPORTANT CHANGES DURING THE YEAR.

Road extended from Murrys ville to Export, a distance of 4.51 miles. Also Lyon's Run branch, from a point 2 miles west of Murrys ville, along the valley of Lyon's Run, a distance of 3.94 miles. Completed, but not put in operation.

Operating agreement dated September 28, 1891, terminated May 31, 1893.

The Pennsylvania Railroad Company having located and adopted a branch line of railroad from its main line over and coincident with the entire route of the Turtle Creek Valley Railroad Company, this company did, on the 22d day of June, 1893, in consideration of the sum of \$368,000.00 assign and transfer as of date May 31, 1893, unto The Pennsylvania Railroad Company, its successors and assigns, all its physical property, reserving the right to further construct and operate over, along and upon said property its own engines, cars and appliances at any time in the future, upon such terms and conditions as may be mutually arranged with the Pennsylvania Railroad Company.

The following is the balance sheet on June 30, 1893:

Dr.	
Turtle Creek Valley Railroad Company's capital stock,	\$233,000 00
Franchises, property and rights,	16,734 98
Cash,	265 02
	<hr/>
	\$250,000 00
Cr.	
Capital stock,	\$250,000 00

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENN- SYLVANIA.
Bridges:		
Number iron,	4	4
Number wooden,	2	2
Trestles:		
Number,	2	2
Aggregate length (feet),	24	24
Telegraph:		
Miles of line owned by this company,	10.88	10.88
Miles of wire owned by this company,	10.88	10.88
Miles of line operated by Pennsylvania Railroad Company, August 31, 1893,	10.88	10.88
Miles of wire operated by Pennsylvania Railroad Company, August 31, 1893,	10.88	10.88

TUSCARORA VALLEY RAILROAD COMPANY.

Date of organization: April, 1891.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRA- TION OF TERM.
J. M. Caldwell,	Milton, Pa.,	January, 1894.
L. B. Fonda,	Milton, Pa.,	do.
H. R. Frick,	Milton, Pa.,	do.
W. C. Pomeroy,	Port Royal, Pa.,	do.
J. C. Moorhead,	Port Royal, Pa.,	do.
C. P. Tiers,	Port Royal, Pa.,	do.
T. S. Moorhead,	Port Royal, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 17, 1893.
Postoffice address of general office: Port Royal, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	T. S. Moorhead,	Port Royal, Pa.
Vice-President,	C. P. Tiers,	Port Royal, Pa.
Secretary,	J. C. Moorhead,	Port Royal, Pa.
Treasurer,	C. P. Tiers,	Port Royal, Pa.
Gen'l Solicitor, Att'y, or Counsel,	J. Howard Neely,	Mifflintown, Pa.
General Manager,	T. S. Moorhead,	Port Royal, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Tuscarora Valley railroad,	Port Royal,	East Waterford, . . .	17.50	17.50

CHARACTERISTICS OF ROAD.

Gauge of track, 3 feet.

TYRONE AND CLEARFIELD RAILROAD COMPANY.

Date of organization: April 1, 1867.

By what authority incorporated: Act of April 8, 1861, Act of February 19, 1867.

If a consolidated company, name the constituent companies: The Moshannon and Clearfield Railroad Company, was consolidated with The Tyrone and Clearfield Railway Company, May 23, 1884, under agreement dated April 14, 1884. The Moshannon and Clearfield Railroad Company was organized June 8, 1880, under Act of April 4, 1868.

Operated by The Pennsylvania Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Barnes,	Philadelphia,	May 15, 1894.
B. B. Comegys,	Philadelphia,	do.
John P. Green,	Philadelphia,	do.
G. B. Roberts,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 16, 1893.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel Rea,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Tyrone and Clearfield railway.	Vail,	Grampian,	Pennsylvania Railroad Company.	49.63	49.63
Branches,				78.05	78.05
Total mileage,				127.68	127.68

Leased to the Pennsylvania Railroad Company for fifty years, from January 1, 1882. Rental is equivalent to 5 per cent. dividend on capital stock; 5 per cent. interest on bonds; taxes on capital stock and bonds, and the amount necessary for the sinking fund.

GENERAL BALANCE SHEET.

DR.			
Cost of road,	\$2,183,235 41	Capital stock,	\$1,000,000 00
Cash and current assets.	35,000 00	Funded debt,	1,000,000 00
		Current liabilities,	104,977 07
		Sinking fund,	10,000 00
		Profit and loss,	103,258 34
Total,	\$2,218,235 41	Total,	\$2,218,235 41

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	21	21
Number wooden,	36	36
Trestles:		
Number,	10	10
Aggregate length (feet),	955	955
Telegraph:		
Miles of line owned by this company,	61.34	61.34
Miles of wire owned by this company,	61.34	61.34
Miles of line operated by the Pennsylvania Railroad Company, lessee,	61.34	61.34
Miles of wire operated by the Pennsylvania Railroad Company, lessee,	61.34	61.34
Gauge of track,	4 ft. 9 in.	

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: Appropriation to sinking fund \$10,000.00 per annum.

URSINA AND NORTH FORK RAILWAY COMPANY.

Date of organization: February, 1882.
By what authority incorporated: General Law.
If a consolidated company, name the constituent companies: Ursina and North Fork Railroad Company filed charter October 25, 1871. Ursina and North Fork Railway Company purchased franchise of the Ursina and North Fork Railroad Company and organized February, 1882, filing their charter March, 1882.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	NAME.	POSTOFFICE ADDRESS.
J. M. Reid,	Connellsville, Pa.	Jas. C. Lindsey,	Pittsburg, Pa.
B. F. Boyts,	Connellsville, Pa.	E. Scull,	Somerset, Pa.
Joseph Albree,	Allegheny City, Pa.	E. H. Reid,	Scottdale, Pa.

Date of last meeting of stockholders for election of directors: June 11, 1891.
Postoffice address of general office: Scottdale, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. M. Reid,	Connellsville, Pa.
Secretary,	Jos. Albree,	Allegheny City, Pa.
Treasurer,	E. H. Reid,	Scottdale, Pa.
General Solicitor, Attorney, or Counsel,	Geo. W. Guthrie,	Pittsburg, Pa.
General Manager,	Geo. R. Scull,	Somerset, Pa.
	E. H. Reid,	Scottdale, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Ursina and North Fork railway.	Ursina.	Edna Mines,	4	4

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$27,000 00	Capital stock,	\$20,000 00
Cost of equipment,	3,000 00	Advanced by stockholders,	10,000 00
Total.	\$30,000 00	Total,	\$30,000 00

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	4	4
Gauge of track,	4 ft. 8 3-4 in.	

WARREN AND FARNSWORTH RAILROAD COMPANY.

Date of organization: Organized as Warren and Farnsworth Valley Railroad Company, April, 1882. Reorganized as Warren and Farnsworth Railroad Company, May 15, 1885.

By what authority incorporated: Originally chartered under General Law. Reorganized under an Act entitled "A supplement to an Act entitled 'An Act concerning the sale of railroads, canals, turnpikes, bridges and plank roads, etc.,'" approved May 25, 1878.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
L. H. Lapham,	Postoffice box, 2,651 New York city,	First Monday of May.
J. J. Lapham,	Postoffice box, 2,651 New York city,	do do.
Arnold Schlaet,	Postoffice box, 2,651 New York city,	do do.
F. H. Rockwell,	Clarendon, Warren county, Pa.,	do do.
T. G. Rockwell,	Clarendon, Warren county, Pa.,	do do.
B. McOwen,	Clarendon, Warren county, Pa.,	do do.
W. E. Henderson,	Clarendon, Warren county, Pa.,	do do.

Date of last meeting of stockholders for election of directors: May 6, 1893.

Postoffice address of general office: Clarendon, Warren county, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	L. H. Lapham,	Postoffice box, 2,651 New York city.
Vice President,	F. H. Rockwell,	Warren, Pa.
General Manager,	Arnold Schlaet,	Postoffice box, 2,651 New York city.
Secretary,	B. McOwen,	Clarendon, Warren county, Pa.
Treasurer,		

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Main line,	Clarendon,	Junction,	10.05	10.05
Garfield branch,	Junction,	Garfield,	1.12	1.12
Dunham's Mill branch,	Junction,	Dunham's Mill,	4.09	4.09
Total,			15.26	15.26

CONTRACTS, AGREEMENTS, ETC.

Contract with Adams Express Company. They pay us ten cents per hundred pounds for express matter carried.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	2	2
Trestles:		
Number,	4	4
Aggregate length (feet),	514	514
Gauge of track,		3 feet.

WAYNESBURG AND WASHINGTON RAILROAD COMPANY.

Date of organization: May 18, 1875.

By what authority incorporated: Pennsylvania, Act of 1874.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John P. Green,	Philadelphia, Pa.,	February 6, 1894
James McCrea,	Pittsburgh, Pa.,	do.
J. T. Brooks,	Pittsburgh, Pa.,	do.
Thomas D. Messler,	Pittsburgh, Pa.,	do.
John E. Davidson,	Pittsburgh, Pa.,	do.
Wm. Mullins,	Pittsburgh, Pa.,	do.
J. J. Brooks,	Pittsburgh, Pa.,	do.
J. F. Temple,	Waynesburg, Pa.,	do.
Abner Thorp,	Waynesburg, Pa.,	do.
W. T. Lantz,	Pittsburgh, Pa.,	do.
Jonathan Allison,	Washington, Pa.,	do.
Jacob Swart,	Hopkins Mills, Pa.,	do.

Date of last meeting of stockholders for election of directors: February 7, 1893.

Postoffice address of general office: Penn avenue and Tenth street, Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	George B. Roberts,	Philadelphia, Pa.
Vice President,	Thomas D. Messler,	Pittsburgh, Pa.
Secretary,	S. B. Liggett,	Pittsburgh, Pa.
Treasurer,	T. H. B. McKnight,	Pittsburgh, Pa.
Auditor,	John W. Renner,	Pittsburgh, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Waynesburg and Washington railroad.	Waynesburg, Pa.	Washington, Pa.	28.15	28.15

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$201,722 59	Capital stock,	\$101,854 97
Cost of equipment,	57,484 96	Funded debt,	98,900 00
Cash and current assets,	8,085 30	Current liabilities,	26,099 75
		Profit and loss,	40,438 13
Total,	\$267,292 85	Total,	267,292 85

CONTRACTS, AGREEMENTS, ETC.

Express Companies: The Adams Express Company pays this company 25 cents per 100 pounds for all express matter transported, except money carried for the government.

Mails: The compensation for transportation of mails is a fixed annual rate per mile of road, decided by extent of service performed, based upon the actual weight of mails carried, for thirty consecutive days' during each quadrennial period.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	1	1
Number wooden,	16	16
Trestles:		
Number,	14	14
Aggregate length (feet),	2,180	2,180
Gauge of track,		3 feet.

WEST CHESTER RAILROAD COMPANY.

Date of organization: Charter, February 18, 1831.

By what authority incorporated: Special Act February, 18, 1831; Act April 8, 1833; Act April 16, 1833; Resolution June 20, 1839; Resolution March 11, 1842; Act September 6, 1843, April 11, 1844, April 27, 1844, March 8, 1855, April 19, 1856, March 21, 1858, March 17, 1864.

Operated by The Pennsylvania Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Barnes,	Philadelphia,	January 15, 1894.
John P. Green,	Philadelphia,	do.
Wm. A. Patton,	Philadelphia,	do.
Samuel Rea,	Philadelphia,	do.
G. B. Roberts,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 16, 1893.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	John P. Green.	Philadelphia.
Secretary.	Albert Hewson.	do.
Treasurer.	Taber Asbton.	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
West Chester railroad, . . .	Zermatt, . .	West Chester.	Pennsylvania Railroad Company.	5	5

Lease to the Pennsylvania Railroad Company, for ninety-nine years, from August 6, 1879. Rental equal to 5 per cent. dividend on capital stock, 5 per cent. interest on bonds, per annum, and taxes.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	\$281,724 38	Capital stock.	\$165,000 00
Cash and current assets,	7,901 95	Funded debt.	91,668 00
		Current liabilities.	12,278 13
		Profit and loss,	20,680 20
Total,	\$289,626 33	Total,	\$289,626 33

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENN- SYLVANIA.
Bridges:		
Number iron,	2	2
Telegraph:		
Miles of line operated by Pennsylvania Railroad Company (lessee). .	5	5
Miles of wire operated by Pennsylvania Railroad Company (lessee), .	10	10
Gauge of track,	4 ft. 9 in.	

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: The mortgage provides that a sum equal to one-half of 1 per cent. upon the amount of bonds issued shall be appropriated to the purchase of bonds semi-annually, February 1, and August 1, when earnings are sufficient, and when bonds can be purchased at par or less.

WESTERN MARYLAND RAILROAD COMPANY.

Date of organization: Chartered as Baltimore, Carroll and Frederick Railroad, May 27, 1852, and under existing name March 21, 1853.
By what authority incorporated: States of Maryland and Pennsylvania.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Robert Biggs,	Baltimore, Md.,	October, 1893.
C. Devries,	Baltimore, Md.,	do.
E. G. Hipsley,	Baltimore, Md.,	do.
L. L. Jackson,	Baltimore, Md.,	do.
John C. Legg,	Baltimore, Md.,	do.
J. M. Littig,	Baltimore, Md.,	do.
W. S. Rayner,	Baltimore, Md.,	do.
Levi Weinberger,	Baltimore, Md.,	do.
H. Crawford Black,	Baltimore, Md.,	do.
S. D. Schmucker,	Baltimore, Md.,	do.
Wm. Kealhofer,	Hagerstown, Md.,	do.
B. A. Betts,	Chewsville, Md.,	do.
Edward Worthington,	Glyndon, Md.,	do.

Date of last meeting of stockholders for election of directors: October 19, 1892.

Postoffice address of general office: Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President and General Manager,	J. M. Hood,	Baltimore, Md.
Secretary,	George H. Baer,	do.
Treasurer,	J. M. Hood,	do.
Chief Engineer,	Charles Marshall,	do.
Gen'l Solicitor, Att'y. or Connsel,	J. D. Whittington,	do.
Auditor, and General Ticket Agent,		

PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line.	Total mileage of road in Pennsylvania.
	From—	To—		
Western Maryland railroad,	Baltimore, Md.,	Williamsport, Md.,	90	.50
Baltimore and Cumberland Valley railway,	Edgmont, Md.,	Midvale, Pa.,	3.03	
Baltimore and Cumberland Valley railroad,	Midvale, Pa.,	Waynesboro, Pa.,	4.55	4.55
Baltimore and Cumberland Valley railroad extension,	Waynesboro, Pa.,	Shippensburg, Pa.,	26.52	26.52
Total mileage operated,			124.10	31.57

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$5,434,789 06	Capital stock,	\$1,008,750 00
Stocks of other companies owned,	1,018,250 00	Funded debt,	4,733,530 00
Other permanent investments,	638,883 87	Current liabilities,	620,719 63
Cash and current assets,	321,053 69	Difference in five mortgages and amount authorized issue,	96,000 00
Other assets:		Baltimore and Cumberland Valley Railway Company,	42,500 00
Sinking fund,	100,000 00	Baltimore and Cumberland Valley Railroad Company,	76,700 00
Sundries,	70,445 99	Baltimore and Harrisburg Railway, western extension,	240,000 00
Preferred stock issued for accrued interest,	324,000 00	Baltimore and Harrisburg Railway Company,	659,050 00
		Profit and loss,	450,172 98
Totals,	\$7,907,422 61	Total,	\$7,907,422 61

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company: Forty per cent. of gross receipts.

United States Government: \$150.48 per mile, Baltimore to Williamsport.

Arrangements to a greater or less extent for making through rates upon agreed percentage basis of divisions with Pennsylvania Railroad, Norfolk and Western Railroad and Southern Connections, Baltimore and Ohio Railroad, Philadelphia and Reading and Cumberland Valley Railroad.

Baltimore and Potomac Railroad and Northern Central Railway for trackage in Baltimore city: Freight, thirty-five cents per ton; Trip passengers, ten cents each way; Commutation and excursion, six cents each way; Monthly tickets, four cents a trip.

Western Union Telegraph Company.

Union News Company: \$1,000.00 per annum.

CHARACTERISTICS OF ROAD.

Bridges:

Number iron,	25
Number wooden,	81

Trestles:

Number,	18
Aggregate length,	1,383 ft. 1 in.

Gauge of track,	4 ft. 8 1-2 in.
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WESTERN NEW YORK AND PENNSYLVANIA RAILROAD COMPANY.

Date of organization: November 28, 1887.

By what authority incorporated: Under the Laws of the States of New York and Pennsylvania.

If a consolidated company, name the constituent companies: Consolidated company. Date of consolidated November 28, 1887. Formed from constituent companies by the consolidation of the Western New York and Pennsylvania Railway Company of Pennsylvania and the Western New York and Pennsylvania Railway Company of New York. Agreement of consolidation having been filed in the office of the Secretary of the State of New York, at Albany, on the 23d day of November, and in the office of the Secretary of the Commonwealth of Pennsylvania, at Harrisburg, on the 28th day of November, A. D. 1887.

Western New York and Pennsylvania Railway Company of Pennsylvania was organized October 20, 1887, under the provisions of an Act of Assembly of April 8, 1861, and the several supplements and amendments thereto, with a capital of \$15,000,000.00 and certificates of organization filed at Harrisburg, November 3, 1887. Authorized by stockholders of Western New York and Pennsylvania Railway Company of Pennsylvania, at a meeting held November 10, 1887. Western New York and Pennsylvania Railway Company of New York was organized September 30, 1887, under and in pursuance of an Act of Legislature of the State of New York, known as Chapter 430 of the laws of 1874, entitled "An Act to facilitate the reorganization of railroads sold under mortgage, and providing for the formation of new companies in such cases," passed May 11, 1874, and the Acts amendatory thereof and supplementary thereto; with a capital of \$15,000,000.00, certificate of organization filed in Albany, October 12, 1887. Authorized by stockholders of Western New York and Pennsylvania Railway Company of New York at a meeting held November 22, 1887.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Samuel G. DeCoursey,	104 South Fifth street, Philadelphia,	January 8, 1894.
Nicholas Thouron,	433 Chestnut street, Philadelphia,	do.
Edward L. Owen,	71 Wall street, New York,	do.
Pascal P. Pratt,	M. & T. Bank, Buffalo,	do.
George E. Bartol,	139 South Front street, Philadelphia,	do.
E. W. Clark, Jr.,	Bullitt Building, Philadelphia,	do.
Charles M. Lea,	706 Sansom street, Philadelphia,	do.
William C. Bullitt,	Bullitt Building, Philadelphia,	do.
J. Rundle Smith,	109 South Third street, Philadelphia,	do.
John K. Barclay,	407 Locust street, Philadelphia,	do.
Isaac N. Seligman,	Mills Building, New York,	do.
J. K. Roell,	Amsterdam, Holland,	do.
Rudolph Flinsch,	54 Wall street, New York,	do.

Date of last meeting of stockholders for election of directors: January 9, 1893.

Postoffice address of general office: 84 Exchange street, Buffalo, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel G. DeCoursey,	Philadelphia, Pa.
Chairman of Executive Committee,	Nicholas Thouron,	Philadelphia, Pa.
Secretary,	Joseph R. Trimble,	Philadelphia, Pa.
Treasurer,	Franklin S. Buell,	Buffalo, N. Y.
Chief Engineer,	Robert D. McCreary,	Buffalo, N. Y.
General Solicitor, Attorney or Counsel,	Frank Rumsey,	Buffalo, N. Y.
General Counsel,	Francis Rowle,	Philadelphia, Pa.
Auditor,	John F. Reynolds,	Buffalo, N. Y.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
<i>Main Line Owned.</i>				
Western New York and Pennsylvania railroad.	Buffalo,	Emporium,	118.24	41.90
	Buffalo,	Oil City,	136.43	50.60
	Stoneboro,	New Castle,	36	36
	Olean,	Oil City,	109.90	71.80
			400.57	200.30
<i>Branch Lines Owned.</i>				
Western New York and Pennsylvania railroad.	Tryonville,	Union City,	16.30	16.30
	Titusville,	Pioneer,	8.90	8.90
		25.20	25.20	
<i>Lines of Proprietary Companies.</i>				
All of whose capital stock is owned by this company.				
Union Terminal,	Buffalo,	D., L. & W. crossing,	2.31	
Olean, Bradford and Warren Railroad of New York,	Olean, N. Y.,	State Line,	12.53	
Olean, Bradford and Warren Railway of Pennsylvania,	State Line,	Bradford,	10.11	10.11
Kendall and Eldred railroad,	Eldred,	Tarport,	18.28	18.28
Bradford Railway of Pennsylvania,	Bradford,	Kinzua Junction,	14.75	14.75
Kinzua Railway of Pennsylvania,	Kinzua Junction,	Kinzua,	14.04	14.04
McKean and Buffalo railroad,	Larabee,	Clermont,	22.15	22.15
Genesee Valley Canal railroad,	Hinsdale,	Rochester,	98.61	
Genesee Valley Terminal railroad,	Terminal,	Lincoln Park,	2.46	
Rochester, New York and Pennsylvania railroad,	Nunda Junction,	Swalus,	12	
			207.24	79.33
<i>Traffic Leases or Contracts.</i>				
Pennsylvania railroad, "P. & E. division,"	Warren,	Irvineton,	6.30	6.30
Lake Shore and Michigan Southern railway,	Oil City,	Stoneboro,	30	30
			36.30	36.30
Total mileage operated,			669.31	341.13

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$58,998,010 03	Capital stock,	\$30,000,000 00
Cost of equipment,	3,983,211 81	Funded debt,	32,915,195 11
Bonds of other companies owned,	495,942 70	Current liabilities,	743,506 12
Stocks of other companies owned,	10,441,297 62	Accrued interest on funded debt not yet payable,	22,545 83
Union Terminal Railroad Company,	200,941 57	Second mortgage income scrip, including the amount to be issued for interest accrued to November 30, 1892,	2,982,918 89
Cash and current assets,	1,033,931 29	Second mortgage bond interest, payable in cash, due April 11, 1893, and unpaid,	194,880 57
		Second mortgage bond interest payable in cash, not yet payable,	146,160 43
		Kinzua Valley railroad, freight warrants,	87,000 00
		Old coupon account,	202 50
		Profit and loss,	8,060,925 62
Total,	\$75,153,335 07	Total,	\$75,153,335 07

IMPORTANT CHANGES DURING THE YEAR.

Under date of May 31, 1892, that part of the Lake Shore and Michigan Southern Railway Company tracks between Oil City and Stoneboro, known as the Jamestown and Franklin Railroad was leased to be used jointly by the Western New York and Pennsylvania Railroad and Lake Shore and Michigan Southern Railway, at a monthly rental of \$2,200.00 per month from June 1, 1892 to January 1, 1895, with provision for renewal after January 14, 1895. And in addition the expenses of maintenance of way of said Jamestown and Franklin Railroad is borne by Lake Shore and Michigan Southern and Western New York and Pennsylvania Railroad Companies in proportion to wheelage, as is also salaries of Division Superintendent, Train Master, etc.

Of the \$10,163.00 non-convertible scrip reported in 1892, as on hand and to be issued, none was issued during the year.

Fifteen new iron and iron and steel bridges have been contracted for during the year, all of which are erected except one.

2,965 tons of steel rails were laid during the year, covering 28.15 miles.

Principal and deferred interest amounting to \$153,766.28 accrued on equipment contracts issued previous to the year has been paid, leaving \$798,337.75 principal and interest on such contracts outstanding.

In accordance with the terms of the second mortgage and at the request of the holders of income scrip certificates, debenture bonds have been issued during this year for income scrip to the amount of \$438,000.00, aggregating with those issued in previous years, \$1,879,000.00.

On the 1st of April, 1893, the road was put in the hands of Mr. Samuel G. DeCoursey, as receiver, by reason of its inability to meet its cash interest on \$20,000,000.00 of second mortgage bonds. Reference is here made to the attached circular issued by the board of directors on March 1, 1893, in which the holders of said securities were notified that cash interest would not be paid April 1, 1893, and other reference is made to the financial condition of the road. Of the interest due for the six months from October 1, 1892 to April 1, 1893, the interest for October and November, 1892, was payable in scrip, at 5 per cent., aggregating \$162,400.48. The balance of the interest for four months from December 1, 1892, to March 31, 1893, is payable in cash, at 3 per cent., and aggregates \$194,880.57. As one coupon represents both the cash and scrip interest the scrip portion cannot be issued until an adjustment of the cash interest has been made with the holders of the second mortgage bonds.

\$10,000.00 of Western New York and Pennsylvania Railroad Company first mortgage bonds have been purchased and cancelled during the year.

CONTRACTS, AGREEMENTS, ETC.

Express Companies: American Express Company, December 15, 1892.

Mails: Postmaster General's adjustments of pay as follows: Route 107,958, Buffalo to Emporium, August 9, 1893; route 107,061, Buffalo to Corry, August 29, 1893; route 107,123, Rochester to Hinsdale, August 29, 1893; route 110,025, Irvine to Corry, August 9, 1893; route 110,068, Bloomfield to Tryonville, August 19, 1893; route 110,091, Larabee to Clermont, August 9, 1893; route 110,096, New Castle to Stoneboro, August 9, 1893; route 110,121, Bradford to Olean, August 11, 1893; route 110,122, Eldred to Bradford, August 11, 1893; route 110,164, Warren to Salamanca, September 5, 1889; route 110,188, Bradford to Kinzua, April 7, 1890.

Sleeping Cars, etc.: Pullman's Palace Car Company, May 2, 1892.

Freight Lines: Empire Transportation Company, April 1, 1873. Empire Transportation Company for Green Line business, November 4, 1875.

Other Railroad Companies: Buffalo Creek Railroad Company, January 1, 1888; Pennsylvania Railroad Company, Clermont Line, July 8, 1889; Lake Shore and Michigan Southern Railway, tracks between Oil City and Stoneboro, joint use, May 31, 1892; Pennsylvania Railroad Company, traffic between Warren and Irvineton, April 13, 1887.

Telegraph Companies: Western Union Telegraph Company, September 1, 1880 and May 20, 1882.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENN- SYLVANIA.
Bridges:		
Number iron and steel,	46	14
Number iron and steel girders,	50	15
Number wooden,	35	21
Number wooden girders,	418	167
Trestles:		
Number,	227	127
Aggregate length (feet),	37,164	16,273

Gauge of track, four feet eight and one-half inches for 563.39 miles; three feet for 69.71 miles.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: All the terminal facilities in the city of Buffalo are owned by the Union Terminal Railroad Company, and are used by this company. No rental has been paid except that the property has been maintained and all taxes paid.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Central Traffic Association; Freight Traffic Association of the Middle States.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Empire Line and Green Line.

WESTERN PENNSYLVANIA RAILROAD COMPANY.

Date of organization: Incorporated March 22, 1860.

By what authority incorporated: Special Act March 22, 1860, Act April 27, 1864, Supplements to Act April 27, 1864, March 9, 1865, Act March 25, 1865,p supplement to Act of incorporation, April 27, 1866, Act April 10, 1867, Act February 25, 1870, Act March 25, 1871.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRA- TION OF TERM.
Geo. B. Roberts,	Philadelphia,	February 14, 1894.
Samuel Rea,	Philadelphia,	do.
N. Parker Shortridge,	Wynnewood,	do.
Henry D. Welsh,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: February 15, 1893.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John P. Green,	Philadelphia.
Vice-President,	Samuel Rea,	do.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		Miles of line.	Miles of line in Pennsylvania.
	From—	To—		
Western Pennsylvania railroad, . . .	Bolivar,	Butler,	70.63	70.63
Branches, . . . . .	. . . . .	. . . . .	46.87	46.87
. . . . .	. . . . .	. . . . .	117.50	117.50

Leased to the Pennsylvania Railroad Company, dated June 1, 1888, for forty years from that date. Rental, net earnings.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$6,613,140 94	Capital stock,	\$1,775,000 00
Bonds and mortgages receivable, . .	1,500 00	Funded debt,	4,440,500 00
Cash and current assets,	1,241,784 98	Current liabilities,	86,699 61
		Mortgages and ground rents payable	77,302 50
		Profit and loss,	1,526,923 81
Total,	\$7,856,425 92	Total,	\$7,856,425 2

IMPORTANT CHANGES DURING THE YEAR.

\$1,000,000 4 per cent. bonds issued.
\$741,500.00 first mortgage bonds redeemed.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges :		
Number stone,	10	10
Number iron,	29	29
Number wooden,	8	8
Trestles:		
Number,	6	6
Aggregate length (feet),	226	226
Tunnels:		
Number,	3	3
Maximum length (feet),	1,425	1,425
Minimum length (feet),	600	600
Aggregate length of all tunnels (feet),	3,350	3,350
Telegraph :		
Miles of line owned by this company,	98.83	98.83
Miles of wire owned by this company,	252.26	252.26
Miles of line operated by Pennsylvania Railroad Company, lessee, . .	98.83	98.83
Miles of wire operated by Pennsylvania Railroad Company, lessee, . .	252.26	252.26

Gauge of track, 4 ft. 9 in.

WHEELING, PITTSBURG AND BALTIMORE RAILROAD COMPANY.

Date of organization: August 5, 1887.

If a consolidated company, name the constituent companies: Baltimore and Ohio Short Line Railroad Company, organized February 12, 1885, Act of April 8, 1861, State of Pennsylvania. Wheeling, Pittsburg and Baltimore Railroad Company, organized January 15, 1872, Acts of April 8, 1861, State of Pennsylvania, House bill No. 3, February 29, 1872, State of West Virginia.

Operated by The Baltimore and Ohio Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. B. Washington,	Pittsburg, Pa.,	Second Monday in January, 1894.
Alex. M. Byers,	Pittsburg, Pa.,	do. do.
John D. Scully,	Pittsburg, Pa.,	do. do.
Johns McCleave,	Pittsburg, Pa.,	do. do.
W. W. Smith,	Washington, Pa.,	do. do.
Wm. Workman,	Washington, Pa.,	do. do.
Charles F. Mayer,	Baltimore, Md.,	do. do.

Date of last meeting of stockholders for election of directors: January 9, 1893.

Postoffice address of general office: Pittsburg, Pa.

Postoffice address of operating company: Pittsburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. B. Washington,	Pittsburg, Pa.
Secretary,	A. W. Black,	Pittsburg, Pa.
Treasurer,	W. H. Ijams,	Baltimore, Md.
Auditor,	W. T. Thelin,	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Wheeling, Pittsburg and Baltimore railroad.	Glenwood, Pa.	Zediker, Pa.	Baltimore and Ohio Railroad Company.	29.40	29.40
	Washington, Pa.	Wheeling, W. Va.	Baltimore and Ohio Railroad Company.	32.40	20.90
Ohio and Baltimore Short Line railway (Western division),	Zediker, Pa.	Washington, Pa.	Baltimore and Ohio Railroad Company.	4.00	4.00
Total mileage,				65.80	54.30

Operated by the Baltimore and Ohio Railroad Company, by reason of ownership of a majority of its stock.

The Baltimore and Ohio Short Line Railway Company from Zediker to Washington, Pa., leased to the Wheeling, Pittsburg and Baltimore Railroad Company, by instrument, dated August 5, 1887, for 999 years at an annual rental of one dollar.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$7,155,350 05	Capital stock,	\$5,500,000 00
Profit and loss,	3,844,649 94	Funded debt,	5,500,000 00
Total,	\$11,000,000 00	Total,	\$11,000,000 00

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYL- VANIA.
Bridges :		
Number of stone,	1	1
Number of iron,	27	16
Number of wooden,	33	26
Trestles :		
Number,	31	28
Aggregate length (feet),	9,092	8,270
Tunnels :		
Number,	7	6
Maximum length (feet),	1,733	1,733
Minimum length (feet),	396	396
Aggregate length of all tunnels (feet),	5,929	5,533
Telegraph :		
Miles of line operated by Western Union Telegraph Company,	65.80	65.80
Miles of wire operated by Western Union Telegraph Company,	196.40	196.40
Gauge of track,	4 ft. 8 3-4 in.	

WILCOX RAILROAD COMPANY.

Date of organization: Chartered June 16, 1885, and organized during that year.

By what authority incorporated: By an Act of Assembly of the Commonwealth of Pennsylvania, approved the 4th day of April, A. D. 1868, and the several supplements thereto.

Operated by The Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. Hasell Wilson,	Philadelphia, Pa.,	Second Tuesday of February, 1894
Henry D. Welsh,	Philadelphia, Pa.,	do. do.
N. Parker Shortridge,	Wynnewood, Pa.,	do. do.
Wm. A. Patton,	Philadelphia, Pa.,	do. do.
Amos R. Little,	Philadelphia, Pa.,	do. do.
J. Bayard Henry,	Philadelphia, Pa.,	do. do.
Samuel Rea,	Philadelphia, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: February 14, 1893.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	W. Hasell Wilson,	Philadelphia, Pa.
Secretary,	J. S. Vanzandt,	Philadelphia, Pa.
Treasurer,		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED..	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Wilcox railroad,	Wilcox, Pa.,	End of track,	Pennsylvania Railroad Company.	2 65	2.65

The Wilcox Railroad is operated by the Pennsylvania Railroad Company, under certain rules and regulations as set forth in resolutions adopted by the Pennsylvania Railroad Company, the Philadelphia and Erie Railroad Company and the Wilcox Railroad Company, respectively, copies of which have been filed with previous report.

GENERAL BALANCE SHEET.

DR.			
Cost of road,	\$21,625 60	Capital stock,	\$25,000 00
Cash and current assers,	3,374 40		
Total,	\$25,000 00	Total,	\$25,000 00

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Trestles:		
Number,	1	1
Aggregate length (feet),	623	623
Gauge of track,	4 ft. 9 in.	

WILCOX AND ROCKY RUN RAILWAY COMPANY.

Date of organization: February 18, 1891.

By what authority incorporated: Incorporated under General Railroad Laws and Act of Assembly, approved April 4, A. D. 1868, and the Acts supplementary thereto.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. H. Ralph,	Bradford, Pa.,	February 18, 1894.
C. H. McCauley,	Ridgway, Pa.,	do.
John G. Whitmore,	Ridgway, Pa.,	do.
F. E. Bible,	Ridgway, Pa.,	do.
W. W. Ames,	Ridgway, Pa.,	do.
A. A. Clearwater,	Wilcox, Pa.,	do.
George C. Darling,	Wilcox, Pa.,	do.

Date of last meeting of stockholders for election of directors: April 10, 1893.

Postoffice address of general office: Ridgway, Elk county, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. H. Ralph,	Bradford, Pa.
Vice President,	C. H. McCauley,	Ridgway, Pa.
Secretary,	John G. Whitmore,	Ridgway, Pa.
Treasurer,	A. A. Clearwater,	Wilcox, Pa.
General Solicitor, Attorney, or Counsel,	C. H. McCauley,	Ridgway, Pa.
Auditor,	George C. Darling,	Wilcox, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Wilcox and Rocky Run railway.	Junction with Wilcox railroad at Horne and Freeman's sidings.	Middle of warrent 2,436, McKean county, Pa.	.8	.8

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

The entire road is leased by lease dated March 12, 1891. The rentals under this lease were payable on June 12, September 12, December 12, and March 12, in each year.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$19,777 53	Capital stock,	\$25,000 00
Cost of equipment,	5,813 93.	Profit and loss,	2,157 90
Cash and current assets,	1,566 41		
Total,	\$27,157 90	Total,	\$27,157 90

WILKES-BARRE AND HARVEY'S LAKE RAILROAD COMPANY.

Date of organization: September 24, 1885.

By what authority incorporated: Under General Railroad Act of April 4, 1868, and supplements thereto.

Operated by Philadelphia and Reading Railroad Company, lessee of Lehigh Valley Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Albert Lewis,	Bear Creek, Pa.,	Second Monday in January, 1894.
Wm. Stevenson,	Sayre, Pa.,	do. do.
Robt. H. Sayre,	South Bethlehem, Pa.,	do. do.
John B. Garrett,	Philadelphia, Pa.,	do. do.
George W. Shonk,	Wilkes-Barre, Pa.,	do. do.
Chas. Hartshorne,	Philadelphia, Pa.,	do. do.
Rollin H. Wilbur,	South Bethlehem, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: January 9, 1893.

Postoffice address of general office: Philadelphia, Pa.

Postoffice address of operating company: Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	E. P. Wilbur,	So. Bethlehem, Pa.
Vice President,	Chas Hartshorne,	Philadelphia, Pa.
Secretary,	David G. Baird,	Philadelphia, Pa.
Treasurer,		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Wilkes-Barre and Harvey's Lake railroad.	Haddock's breaker.	Baruums, . .	Philadelphia and Reading Railroad Company, lessee of Lehigh Valley Railroad Company.	13.78	13.78

Road is operated by Philadelphia and Reading Railroad Company, lessee of Lehigh Valley Railroad Company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$343,657 59	Capital stock,	\$150,000 00
		Current liabilities,	193,657 59
Total,	\$343,657 59	Total,	\$343,657 59

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD,	IN PENNSYLVANIA.
Bridges:		
Number stone,	15	15
Number iron,	4	4
Number wooden,	4	4
Trestles:		
Number,	3	3
Aggregate length (feet),	346	346
Gauge of track,	4 ft. 8 1-2 in.	

WILKES-BARRE AND SCRANTON RAILWAY COMPANY.

Date of organization: September 8, 1886.

By what authority incorporated: State of Pennsylvania, under General Law of April 4, 1868, and supplements thereto.

Operated by Central Railroad Company of New Jersey.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
F. R. Cope,	Philadelphia,	January 8, 1894.
S. Shepherd,	do.	do.
E. Hill,	do.	do.
C. F. Howell,	do.	do.
W. A. Buchanan,	do.	do.

Date of last meeting of stockholders for election of directors: January 9, 1893.

Postoffice address of general office: 226 South Third street, Philadelphia.

Postoffice address of operating company: 143 Liberty street, New York.

OFFICERS.		
TITLE.	NAME.	ADDRESS.
President,	E. B. Leisenring.	Philadelphia, Pa.
Secretary and Treasurer,	S. Shepherd,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Wilkes-Barre and Scranton railway.	Minooka Junction.	Scranton, . .	Central Railroad Company of New Jersey.	4.85	4.85

The Wilkes-Barre and Scranton Railway was leased to the Lehigh Coal and Navigation Company, May 1, 1888, the lease was transferred to the Central Railroad Company of New Jersey, May 1, 1888, and the road is operated by that company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	\$1,080,038 41	Capital stock,	\$500,000 00
		Funded debt,	500,000 00
		Current liabilities,	80,038 41
Total,	\$1,080,038 41	Total,	\$1,080,038 41

WILLIAMSPORT AND NORTH BRANCH RAILROAD COMPANY.

Date of organization: Chartered as Muncy Creek Railroad Company, May 21, 1864. Reorganized as above September 1, 1882.
By what authority incorporated: Pennsylvania.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
H. L. Taylor,	Buffalo, N. Y.,	May, 1894.
John Satterfield,	Buffalo, N. Y.,	do.
Henry C. McCormick,	Williamsport, Pa.,	do.
S. T. McCormick,	Williamsport, Pa.,	do.
J. Henry Cochran,	Williamsport, Pa.,	do.
Eugene R. Payne,	Williamsport, Pa.,	do.
J. Raymond Claghorne,	Philadelphia, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 17, 1893.
Postoffice address of general office: Hughesville, Lycoming county, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Hon. H. C. McCormick,	Williamsport, Pa.
Vice-President,	John Satterfield,	Buffalo, N. Y.
Secretary,	S. T. McCormick,	Williamsport, Pa.
Treasurer,	J. Henry Cochran,	Williamsport, Pa.
Chief Engineer,	John Marston, Jr.,	La Porte, Pa.
Auditor,	S. D. Townsend,	Hughesville, Pa.
General Manager,	Benj. G. Welch,	Hughesville, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Williamsport and North Branch Railroad.	Halls,	Nordmont,	27.00	27.00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$1,090,631 81	Capital stock,	\$850,612 00
Cost of equipment,	43,683 08	Funded debt,	675,000 00
Stocks of other companies owned,	3,950 00	Profit and loss,	12,419 07
Lands owned, etc.,	396,215 33		
Cash and current assets,	3,550 85		
Total,	\$1,538,031 07	Total,	\$1,538,031 07

IMPORTANT CHANGES DURING THE YEAR.

Extension of road from Nordmont, Pa., to Bernice, Pa., eighteen miles, now being built.

\$100,000.00 preferred stock issued for \$75,000.00 cash.

September 1, 1892, the old issue of thirty years bonds issued November 1, 1882, at 6 per cent. at the rate of \$15,000.00 per mile were paid off and cancelled and old mortgage satisfied of record, and a new issue of bonds made thirty years at 5 per cent. and at a rate of \$25,000.00 per mile of completed road.

CONTRACTS, AGREEMENTS, ETC.

United States Express Company: Agreement 40 per cent. of the net earnings, and 10 per cent. of gross earnings. \$30.00 per month to baggage-master. All of the above accrues to the Williamsport and North Branch Railroad Company.

Under the provisions of the United States Postal Laws the company receives \$61.92 per mile per annum compensation.

Contract with the Williamsport and North Branch Telephone Company: Lines leased at a rental of an 8 per cent. dividend upon all outstanding stock. This company now owns all the stock of the Telephone Company.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges ;		
Number iron,	7	7
Number wooden,	15	15
Telegraph :		
Miles of line owned by this company,	8	
Miles of wire owned by this company,	16	
Telephone :		
Miles of line operated by this company,	64 50	
Miles of wire operated by this company,	94.50	
Gauge of track,	4 ft. 8 1-2 in.	

QUESTIONS FOR GENERAL INFORMATION.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Freight Traffic Association of the Middle States; Car Service Association of Northeastern Pennsylvania.

WILLIAMS VALLEY RAILROAD COMPANY.

Date of organization: September 19, 1891 and by supplemental charter November 24, 1891.
By what authority incorporated: Act of April 4, 1868, and by supplement, May 13, 1876, etc.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Col. John Jameson,	Bloomsburg, Pa.,	January, 1894.
Carroll R. Williams,	608 Chestnut street, Philadelphia, Pa.,	do.
J. M. Blum,	Lykens, Pa.,	do.
Edward Lebo,	Lykens, Pa.,	do.
J. W. Durbin,	Williamstown, Pa.,	do.
Amos Lebo,	Williamstown, Pa.,	do.
Dr. E. F. Philips,	Tower City, Pa.,	do.
C. M. Kaufman,	Tower City, Pa.,	do.
A. F. Baker,	Norristown, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 9, 1893.
Postoffice address of general office: Tower City, Schuylkill county, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Col. John Jameson,	Tower City, Pa.
Vice President,	Carroll R. Williams,	Tower City, Pa.
Secretary,	C. M. Kaufman,	Tower City, Pa.
Treasurer,	Dr. E. F. Philips,	Tower City, Pa.
General Solicitor, Attorney, or Counsel,	A. F. Thompson,	Lykens, Pa.
Auditor,	C. M. Kaufman,	Tower City, Pa.
General Manager,	A. F. Baker,	Tower City, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Williams Valley railroad,	Brookside, Pa.,	Lykens, Pa.,	12	12

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road and equipment,	\$201,149 11	Capital stock,	\$90,000 00
Cash and current assets,	63,103 93	Funded debt,	87,000 00
		Current liabilities,	72,811 04
Total,	\$264,253 04	Total,	\$264,253 04

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges : Number iron,	1	1
Gauge of track,	4 ft. 8 1-2 in.	

WILMINGTON AND NORTHERN RAILROAD COMPANY.

Date of organization: January 18, 1877.
By what authority incorporated: Under the law of General Assembly of State of Delaware, of February 22, 1877, and law of State of Pennsylvania, of April 8, 1861.
If a consolidated company, name the constituent companies: The Wilmington and Northern Railroad Company of Pennsylvania was merged with the Wilmington and Northern Railroad Company of Delaware.
Consolidated March 28, 1877, under Delaware Act of February 22, 1877 and Pennsylvania Acts of May 16, 1861, March 24, 1865, and April 10, 1869.
Name of original corporation, The Wilmington and Reading Railroad Company. Sold pursuant to decree of court.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM
Col. H. A. DuPont,	Wilmington, Del.,	First Monday in May, 1894.
George Brooke,	Birdsboro, Pa.,	do. do.
Dr. Charles Huston,	Coatesville, Pa.,	do. do.
A. L. Foster,	Montchanin, Del.,	do. do.
John S. Gerhard,	251 So. Fourth St., Phila., Pa., .	do. do.
Col. L. Heber Smith,	Joanna, Pa.,	do. do.
W. S. Conuer,	Woodbury, N. J.,	do. do.

Date of last meeting of stockholders for election of directors: May 1, 1893.
Postoffice address of general office: Wilmington, Delaware.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Col. H. A. DuPont,	Wilmington, Del.
Secretary,	E. B. Shurter,	Wilmington, Del.
Treasurer,	A. G. McCausland,	Wilmington, Del.
Chief Engineer,	F. L. Hills,	Wilmington, Del.
Attorney for Delaware,	E. G. Bradford,	Wilmington, Del.
Attorney for Pennsylvania,	Wm. M. Hayes,	West Chester, Pa.
Auditor,	T. B. Townsend,	Wilmington, Del.
General Manager,	Col. H. A. DuPont,	Wilmington, Del.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
<i>Lines Owned.</i>				
Main line.	Wilmington, Del., . . .	Highs Junction, Pa., .	71.50	58.50
Wharf branch.	Junction with main line near Cedar st., Wilmington, Del.	Wilmington & Northern railroad wharf, Christiana river, with spur to Delaware Mills.	.60	
Delaware River Extension branch, .	Junction with main line, Beech street, Wilmington, Del.	Wilmington & Northern railroad wharf, Delaware river.	3.70	
South Walnut Street branch,	Junction with Del. River Extension branch at South Wilmington.	Market street bridge, South Wilmington.	1.07	
Christiana Avenue branch.	Junction with Del. river Extension branch at South Wilmington.	Third street bridge, South Wilmington.	1.87	
Kentmere branch,	Junction with main line near Silverbrook.	Kentmere, Del., with spur to Hagley, Del.	2.77	
Rockland branch,	Montchanin, Del., . . .	Rockland, Del., . . .	1.00	
French Creek branch,	Springfield, Pa., . . .	St. Peters, Pa., . . .	5.90	5.90
<i>Lines Operated Under Contract for Passenger Business Only.</i>				
Schuylkill and Lehigh railroad, . .	Highs Junction, Pa., .	Second and Cherry sts., Reading, Pa.	2.42	2.42
West Reading railroad,	Second and Pine sts., Reading, Pa. Junction with West Reading railroad.	Junction with Lebanon Valley railroad, Phila. and Reading railroad station, Reading, Pa.	1.47	1.47
Total mileage operated,			92.30	68.29

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$2,169,337 87	Capital stock,	\$1,278,000 00
Cost of equipment,	429,632 51	Funded debt,	771,000 00
Stocks of other companies owned, .	38,650 00	Current liabilities,	159,758 77
Cash and current assets,	216,741 36	Accrued interest on funded debt not yet payable.	4,775 00
		Profit and loss,	640,777 97
Total,	\$2,854,361 74	Total,	\$2,854,361 74

IMPORTANT CHANGES DURING THE YEAR.

Under the terms of general mortgage of August 1, 1892, \$162,000.00 general mortgage bonds were issued in exchange for a like amount of the bonds secured by mortgage dated December 1, 1887.

CONTRACTS, AGREEMENTS, ETC.

Contract with United States Express Company for Wilmington and Northern Express business.

Arrangement with United States Government for transporting mails.

Contract with Philadelphia and Reading Railroad Company, Baltimore and Ohio Railroad Company and Pennsylvania Railroad Company, for interchange of business already filed by said companies.

Contract with Western Union Telegraph Company for Wilmington and Northern telegraph business.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYL- VANIA.
Bridges :		
Number stone,	20	10
Number iron,	13	10
Trestles:		
Number,	33	25
Aggregate length (feet),	3,693	2,292
Telegraph:		
Miles of line owned by this company,	79.8	66.2
Miles of wire owned by this company,	142.8	115.6
Miles of line operated by this company,	79.8	66.2
Miles of wire operated by this company,	142.8	115.6

Gauge of track, 4 ft. 8 3-4 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: After twenty years from December 1, 1887, company has the right from time to time, to redeem as many bonds as it shall have money to pay, on such terms as it may deem advisable, and for the further purpose of forming a sinking fund, the company may purchase bonds at public or private sale, which bonds shall be cancelled.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Philadelphia and Reading Railroad Company's passenger station at Reading, Pa.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Freight Traffic Association of the Middle States; National Association of General Passenger and Ticket Agents; Freight Claim Agents' Association, Eastern, Southern and Middle States.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Red Line, White Line, Blue Line, Merchants' Despatch, Nickel Plate Line, West Shore Line, Hoosac Tunnel Line, Erie Despatch, Traders' Despatch, Lehigh Valley Despatch, Lehigh Valley and Wabash Despatch, South West Despatch, Lackawanna Line, Great Eastern Line, Interstate Despatch, Commercial Express Company, Continental Line and Baltimore and Ohio Kankakee Despatch.

WIND GAP RAILROAD COMPANY.

Date of organization: November 24, 1880.
By what authority incorporated: Under Act of April 4, 1868 and supplements thereto.
Operated by Central Railroad Company of New Jersey.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Edward Lewis,	Philadelphia, Pa.,	Second Mouday in January, 1894.
S. Sbepherd,	do.	do. do.
E. Hill,	do.	do. do.
C. F. Howell,	do.	do. do.
E. W. Clark,	do.	do. do.

Date of last meeting of stockholders for election of directors: January 9, 1893.
Postoffice address of general office: 226 South Third street, Philadelphia.
Postoffice address of operating company: 143 Liberty street, New York.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	E. B. Leisenring,	Philadelphia.
Secretary,	S. Shepherd,	do.
Treasurer,		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Wind Gap and Delaware railroad.	Bangor, . .	Saylorsburg.	Central Railroad Company of New Jersey.	10.84	10.84

The Wind Gap and Delaware Railroad is operated by the Central Railroad Company of New Jersey, in connection with the Lehigh and Lackawanna Railroad, under an operating agreement.

The Central Railroad of New Jersey paid as rental of the Lehigh and Lackawanna and Wind Gap and Delaware Railroads for the year 1892, one-third of the gross receipts of the roads and since January 1, 1893, have paid as rental therefor, 21 per cent. of the gross receipts with a minimum rental of \$18,000.00 per annum.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$179,241 66	Capital stock,	\$100,000 00
Cash and current assets,	50,000 00	Current liabilities,	129,241 66
Total,	\$229,241 66	Total,	\$229,241 66

YOUGHIOGHENY NORTHERN RAILWAY COMPANY.

Date of organization: August 16, 1881.

By what authority incorporated: Incorporated under a supplement passed June 8, 1874, to an Act to authorize the formation of railroad corporations, approved April 14, 1868.

Operated by Pittsburg, McKeesport and Youghioghenny Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
H. C. Frick,	Pittsburgh, Pa.,	January 9, 1894.
John Walker,	do.	do.
Henry Phipps, Jr.,	do.	do.
G. B. Bosworth,	do.	do.
H. M. Curry,	do.	do.
Wm. L. Abbott,	do.	do.
John G. A. Leishman,	do.	do.

Date of last meeting of stockholders for election of directors: January 9, 1893.

Postoffice address of general office: No. 42 Fifth avenue, Pittsburg, Pa.

Postoffice address of operating company: Pittsburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	H. C. Frick,	Pittsburgh, Pa.
Secretary,	W. C. Magee,	do.
Treasurer,	G. B. Bosworth,	do.
Gen'l Solicitor, Att'y, or Counsel,	W. F. McCook,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Youghiogheny Northern railway.	Broad Ford	Summit. . .	Pittsburg, McKeesport and Youghiogheny railroad.	2.223	2.223

The Youghiogheny Northern Railway Company leased to the Pittsburg, McKeesport and Youghiogheny Railroad Company, their entire line, April 1, 1883, for and during the term of fifty years, for a sum of money equal to one dollar per car for each freight car loaded with coal or coke transported over any portion of the railway by the Pittsburg, McKeesport and Youghiogheny Railway, during the term of this lease. The Pittsburg, McKeesport and Youghiogheny Railroad Company are to make all returns to the State.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$400,000 00	Capital stock,	\$400,000 00
Cash and current assets,	7,521 31	Profit and loss,	7,521 31
Total.	\$407,521 31	Total,	\$407,521 31

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges : Number wooden,	3	3



STREET RAILWAY REPORTS.



ALLENTOWN PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	G. H. Campbell,	Boston, Mass.
Secretary,	Alfred A. Glasier,	do.
Treasurer,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
A. A. Glasier,	Boston, Mass.	R. E. Wright,	Allentown, Pa.
G. W. Mansfield,	Boston, Mass.	G. H. Campbell,	Boston, Mass.
R. A. Thayer,	Allentown, Pa.		

Date of annual meeting for election of directors: Second Monday in January.

Title of company: Allentown Passenger Railway Company.

By whom is road operated: Allentown and Bethlehem Rapid Transit Company.

General offices of the company at Allentown, Pa.

For information relating to this report, address G. H. Campbell, President, Allentown, Pa.

What kind of power is used for propelling the cars on your road: Electricity by single trolley system.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated March 29, 1865.

This road was originally operated by horses. It was purchased in 1891, and its tracks were relaid and prepared for operation by electricity. On May 29, 1891, it was leased to the Allentown and Bethlehem Rapid Transit Company, for nine hundred and ninety-nine years. On July 1, 1891, it was opened for travel in Allentown and on September 2, 1891 to Catasauqua.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Begins at Seventeenth and Chew streets, Allentown, Pa., through Seventeenth to Gordon, through Gordon to Madison, through Madison to Chew, through Chew to Twelfth, through Twelfth to Hamilton, through Hamilton to Lehigh River and across same.

Branch on Seventh street from Hamilton to Greene.

Branch from Second and Hamilton: Through Second to Turner, through Turner to Ridge avenue, through Ridge avenue to Tilghman, through Tilghman to Front, through Front to city limits; thence over private property and public roads through Whitehall township, Lehigh county, to borough of Catasauqua; thence in Catasauqua, on Ridge road and through Front street to northern limit of borough.

GENERAL BALANCE SHEET.

DR.		CR.	
Plant,	\$400,000 00	Capital stock,	\$200,000 00
		First mortgage bonds,	200,000 00
Total,	\$400,000 00	Total,	\$400,000 00

ALLENTOWN AND BETHLEHEM RAPID TRANSIT COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	G. H. Campbell,	Boston, Mass.
Secretary,	Alfred A. Glasier,	Boston, Mass.
Treasurer,	A. H. Hayward,	Allentown, Pa.
Superintendent,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
G. H. Campbell,	Boston, Mass.	G. H. Myers,	Bethlehem, Pa.
Geo. W. Mansfield,	Boston, Mass.	A. A. Glasier,	Boston, Mass.
Edwin S. Webster,	Boston, Mass.	H. W. Allison,	Allentown, Pa.
Robert E. Wright,	Allentown, Pa.		

Date of annual meeting for election of directors: Second Monday in January.

Title of company: Allentown and Bethlehem Rapid Transit Company.

By whom is the road operated: Itself.

With what other companies consolidated: It has leased and operates and controls the stock of the following street railway companies, viz: Allentown Passenger Railway Company, Bethlehem and Allentown Street Railway Company, Bethlehem and South Bethlehem Street Railway Company.

Date of consolidation: Leased May 29, 1891.

General offices of the company at Allentown, Pa.

For information relating to this report, address G. H. Campbell, President, Allentown, Pa.

What kind of power is used for propelling the cars on your road: Electricity by single trolley system.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated April 4, 1891, under the Motor Power Company, Act of March 22, 1887.

On May 29, 1891, this company leased, for 999 years, the following properties, viz: Allentown Passenger Railway Company, Bethlehem and Allentown Street Railway Company, Bethlehem and South Bethlehem Street Railway Company.

The Allentown and Bethlehem Rapid Transit Company built a power plant and furnished a complete equipment for the operating of its leased roads.

The road began operations July 1, 1891.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: All the roads of the following street railway companies and none other, and on whose reports are found detailed descriptions of routes: Allentown Passenger Railway Company, Bethlehem and Allentown Street Railway Company, Bethlehem and South Bethlehem Street Railway Company.

It has no other connections.

RATE OF FARE FOR PASSENGERS.

Single fare, five cents and eight cents.

Exchange tickets, 5, 8, and ten cents.

GENERAL BALANCE SHEET.

DR.		CR.	
Stocks, bonds, etc., of other companies,	\$1,075,000 00	Capital stock,	\$1,000,000 00
Plant,	669,128 71	First mortgage bonds,	500,000 00
Office furniture,	536 11	Mortgages,	3,500 00
Supplies,	8,480 44	Rittersville Hotel Co. Guarantee,	25,000 00
Advance payments,	2,772 82	Notes payable,	119,243 10
Accounts receivable,	14,692 48	Accounts payable,	100,353 40
Suspense accounts,	13,690 08	Profit and loss,	37,518 39
Cash,	1,914 25		
Total,	\$1,785,614 89	Total,	\$1,785,614 89

STOCK AND DIVIDENDS.

Balance for the year, or surplus,	\$24,588 62
Surplus at commencement of the year,	12,929 77
Total surplus,	37,518 39
Surplus invested as follows:	
Cash and cash loans,	\$10,914 25
Balance of accounts due company (partly including suspense accounts),	17,587 59
Material, fuel and stores,	8,480 44
Other items,	536 11

IMPORTANT CHANGES DURING THE YEAR.

A meeting of the directors of the Allentown and Bethlehem Rapid Transit Company, after due call and notice, was held at the office of the company in Allentown on Friday, June 23, 1893.

The president presented a statement of the business of the company for the current year, whereupon it was

Resolved, That a quarterly cash dividend of one per cent. (\$1.00 per share), be paid on the capital stock of the company, August 1, 1893, to stockholders of record, July 20, 1893, and that the transfer books of the company be closed from July 20, 1893, at close of business, to August 2, 1893.

ALTOONA AND LOGAN VALLEY ELECTRIC RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	John Lloyd,	Altoona, Pa.
Secretary,	C. A. Buch,	do.
Treasurer,	John Kemmerling,	do.
Superintendent,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Cornelius Campbell,	Altoona, Pa.	M. H. Canan,	Altoona, Pa.
A. C. Shand,	Altoona, Pa.	John Lloyd,	do.
Wm. P. Smith,	Hollidaysburg, Pa.		

Date of annual meeting for election of directors: Second Monday in January.

Title of company: The Altoona and Logan Valley Electric Railway Company.

By whom is the road operated: The Altoona and Logan Valley Electric Railway Company.

General offices of the company at Altoona, Pa.

For information relating to this report, address C. A. Buch, secretary and treasurer, Altoona, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized December 10, 1892. Chartered December 12, 1892. Work started in January, 1893. Line from Twelfth street bridge, Altoona, to Hollidaysburg, completed June 12, 1893, a distance of about seven miles and a half.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Beginning at the public square at the intersection of Montgomery and Allegheny streets, in the borough of Hollidaysburg, in the county of Blair, thence over and along said Allegheny street eastward to Penn street, thence

over and along said Penn street in a northwesterly direction to borough line, thence over and along new public road to the city of Altoona, thence over and along Fifth avenue in a northeasterly direction to Thirteenth street, thence over and along Thirteenth street in a northwesterly direction to Ninth avenue, thence over and along Ninth avenue in a northeasterly direction to Twelfth street. Also a branch beginning at the city line and Broad street and extending over and along said Broad street to Millville a distance of about 2,800 feet, said branch connecting with the City Passenger Railway.

RATE OF FARE FOR PASSENGERS.

.Single fare, Hollidaysburg, ten cents; city service, five cents.

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	\$129,000 00	Five thousand shares capital stock,	\$250,000 00
Equipment,	10,000 00	Current expenses,	1,142 20
Nine hundred and eighty-four shares capital stock City Passenger Railway Company of Altoona,	73,797 85	Profit,	2,089 61
Cash on hand,	40,443 96		
Total,	\$253,241 81	Total,	\$253,241 81

BEAVER VALLEY STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Theodore P. Simpson,	Beaver Falls, Pa.
Secretary,	A. R. Leyda,	do.
Treasurer,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Theodore P. Simpson,	Beaver Falls, Pa.	A. M. Jolly,	Beaver Falls, Pa.
A. R. Leyda,	do.	W. R. Kimball,	Cincinnati, O.
J. C. Whitla,	do.	W. W. Hazzard,	Cleveland, O.

Title of company: Beaver Valley Street Railway Company.
 By whom is the road operated: Beaver Valley Traction Company.
 With what other companies consolidated: Central Electric Street Railway Company.
 Date of consolidation: November 24, 1891.
 General offices of the company at Beaver Falls, Pa.
 For information relating to this report, address A. R. Leyda, Secretary.
 What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Company organized September 17, 1884. Charter granted October 4, 1884. Constructed and opened for traffic July 4, 1885.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: At a point in White township, along public highway, to line of Beaver Falls borough; thence along Eighth avenue to Seventeenth street; thence to Seventh avenue, along Seventh avenue to Brighton bridge; across said bridge and within the borough of New Brighton; along Bridge street, Broadway and Main street to Pearl street, and thence from intersection of Main and Pearl streets, along Pearl street to present terminus near Pittsburg, Fort Wayne and Chicago Railway station in borough of New Brighton, Pa.

BEAVER VALLEY TRACTION COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	John M. Buchanan,	Beaver, Pa.
Vice President,	Theo. P. Simpson,	Beaver Falls, Pa.
Secretary,	Hartford P. Brown,	Rochester, Pa.
Treasurer,	Stephen P. Stone,	Beaver, Pa.
General Manager,	Hartford P. Brown,	Rochester, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
John M. Buchanan,	Beaver, Pa.	A. M. Jolly,	Beaver Falls, Pa.
Theo. P. Simpson,	Beaver Falls, Pa.	H. I. McConnel,	New Brighton, Pa.
John C. Whitla,	Beaver Falls, Pa.	Robert I. Kenedy,	New Brighton, Pa.
A. R. Leyda,	Beaver Falls, Pa.		

Date of annual meeting for election of directors: First Monday in February.

Title of company: The Beaver Valley Traction Company.

By whom is the road operated: The Beaver Valley Traction Company.

General offices of the company at Beaver Falls, Pa.

For information relating to this report, address Hartford P. Brown, Secretary.

What kind of power is used for propelling the cars on your road: Electrical. Thomson, Houston Company system.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Original charter granted June 29, 1891, for supplying motive power and operating passenger railways.

July 5, 1891, agreement entered into by and between the Beaver Valley Traction Company and the Beaver Valley Street Railway Company and the Central Electric Street Railway Company for the term of 999 years, to maintain and operate the railways of the said companies, together as one system. Power station and electrical equipment (Thomson-Houston system), for supply of motive power to the above roads, was completed and roads opened for business November, 1891.

CHARACTERISTICS OF ROAD.

Peoples' Electric Street Railway line connects with Central Electric Street Railway at Rochester Junction, near Sharon bridge, in Rochester township.

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 05
Exchange tickets through single fare beyond junction,	10
Tickets in books of fifty trips sold for,	4 25

GENERAL BALANCE SHEET.

DR.		CR.	
Investments Beaver Valley Street railway stock,	\$140,000 00	Capital stock,	\$300,000 00
Investments Central Electric railway stock,	110,000 00	Bonds payable,	150,000 00
Construction and equipment (contract),	150,000 00	Bills payable,	75,873 44
Betterments (track construction and paving),	82,106 68	Accounts payable,	5,828 47
Betterments (overhead construction),	2,044 41	Profit and loss account,	3,457 73
Power station (additional equipment),	4,284 17		
New cars and equipment (additional equipment),	12,073 80		
Steam plant,	18,345 22		
Real estate and power house,	13,386 51		
Buildings (additional on leased lands),	1,026 43		
Tools, etc.,	537 14		
Office furniture and fixtures,	703 16		
Supplies on hand,	515 47		
Cash at car barn office,	82 20		
Cash in treasury,	54 45		
Total,	\$535,159 64	Total,	\$535,159 64

STOCK AND DIVIDENDS.

Balance for the year, or surplus,	\$3,457 73
Total surplus,	3,457 73
Surplus invested as follows:	
Material, fuel and stores,	\$515 47

IMPORTANT CHANGES DURING THE YEAR.

Block signal system: Operation of single track, avoiding collision, Wheeler's Marine Surface Condenser added to steam plant and Sterling boiler. One 200 horse power water tube safety added.

BETHLEHEM AND ALLENTOWN STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	G. H. Campbell,	Boston, Mass.
Secretary,	Alfred A. Glasier,	do.
Treasurer,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
G. W. Mansfield,	Boston, Mass.	R. E. Wright,	Allentown, Pa.
G. H. Campbell,	Boston, Mass.	A. A. Glasier,	Boston, Mass.
M. F. Medlar,	Allentown, Pa.		

Date of annual meeting for election of directors: Second Monday in January.
Title of company: Bethlehem and Allentown Street Railway Company.
By whom is road operated: Allentown and Bethlehem Rapid Transit Company.
General offices of the company at Allentown, Pa.
For information relating to this report, address G. H. Campbell, President, Allentown, Pa.
What kind of power is used for propelling the cars on your road: Electricity by single trolley system.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated October 29, 1889.

This road was built for operation by electricity, on May 29, 1891. It was leased to the Allentown and Bethlehem Rapid Transit Company for 999 years. Road opened for travel on August 1, 1891.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Begins at village of East Allentown, at east end of county bridge over Lehigh River and extends through Hanover township, Lehigh county; along Allentown and Bethlehem turnpike, to and through borough of West Bethlehem; on Broad street to middle of Broad street bridge on eastern line of borough of Bethlehem on Broad street, connecting at eastern terminus with the Bethlehem and South Bethlehem Street Railway Company, and at western terminus with the Allentown Passenger Railway.

GENERAL BALANCE SHEET.

DR.		CR.	
Plant,	\$200,000 00	Capital stock,	\$100,000 00
		First mortgage bonds,	100,000 00
Total,	\$200,000 00	Total,	\$200,000 00

BETHLEHEM AND SOUTH BETHLEHEM STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	G. H. Campbell,	Boston, Mass.
Secretary,	Alfred A. Glasier,	do.
Treasurer,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
G. H. Campbell,	Boston, Mass.	C. A. Wolle,	Bethlehem, Pa.
R. E. Wright,	Allentown, Pa.	A. A. Glasier,	Boston, Mass.
G. W. Mansfield,	Boston, Mass.		

Date of annual meeting for election of directors: Second Monday in January.

Title of company: Bethlehem and South Bethlehem Street Railway Company.

By whom is the road operated: Allentown and Bethlehem Rapid Transit Company.

General offices of the company at Allentown, Pa.

For information relating to this report, address G. H. Campbell, President, Allentown, Pa.

What kind of power is used for propelling the cars on your road: Electricity by single trolley system.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated November 18, 1889.

This road was built for operation by electricity.

On May 29, 1891, it was leased to the Allentown and Bethlehem Rapid Transit Company for 999 years. It was partly opened for operation August 1, 1891, and is now in complete operation.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Connects with Bethlehem and Allentown Street Railway route. Route begins at western terminus of Broad street, in Bethlehem; thence eastwardly on Broad street to Linden street; thence north on Linden street to Fair ground. Branch from Broad and Main streets, south on Main street to Church street; thence eastwardly on Church to New street; thence southwardly on New street, across Lehigh River to Fourth street, South Bethlehem; thence westwardly through Fourth street and Emaus road, some 3,840 feet.

Branch from corner of Church and New streets, north on New street to Broad street. Branch from corner of Second and New streets, west on Second street to Philadelphia and Reading Railroad station. Branch from corner of Second and New streets, east on Second street to Elm street, through Elm to Third street, through Third to Oak street, through Oak to Second street.

GENERAL BALANCE SHEET.

DR.		CR.	
Plant,	\$400,000 00	Capital stock,	\$200,000 00
		First mortgage bonds,	200,000 00
Total,	\$400,000 00	Total,	\$400,000 00

IMPORTANT CHANGES DURING THE YEAR.

Line is extended through borough of South Bethlehem and road put into complete operation.

BRADDOCK ELECTRIC PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Adin L. Sailor,	Swissvale, Allegheny county, Pa.
Vice-President,	Jas. P. McKelvy,	Edgewoodville, Allegheny county, Pa.
Secretary,		
Treasurer,	Chas. F. Ellis,	Swissvale, Allegheny county, Pa.
General Superintendent,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Adin L. Sailor,	Swissvale, Allegheny co., Pa.	Jno. S. McKelvy,	Edgewoodville, Alleg'y co., Pa.
Chas. F. Ellis,	Swissvale, Allegheny co., Pa.	Caleb C. Lee,	Oakmont, Allegheny co., Pa.
Jas. P. McKelvy,	Edgewoodville, Alleg'y co., Pa.	Josiah Barrett,	Allegheny, Allegheny co., Pa.

Date of annual meeting for election of directors: January 9.

Title of company: The Braddock Electric Railway Company.

By whom is the road operated: The Braddock Electric Railway Company.

General offices of the company at Braddock, Pa.

For information relating to this report, address Chas. F. Ellis, Swissvale, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was chartered June 9, 1890, and was organized shortly before this date.

The company was granted right of way through the borough of Braddock, October 20, 1890, and through the township of Braddock, February 7, 1891.

The company has built 3 3-4 miles of track and equipped same with five vestibule cars, with two motors to each car. Has a large power house and car barn combined and machinery of about 300 hundred horse power capacity for operating said plant.

The road was operated from April 12, 1892 until January 9, 1893, when by the adverse decision of the Supreme Court, our line was cut into two parts, necessitating suspension of the operation until arrangements could be made to connect them up again, which has not yet been done.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Beginning on Talbot avenue in the borough of Braddock, at Second street; thence by Talbot avenue to Thirteenth street, thence by Thirteenth street to a township road, called Bell avenue; thence by said township road to Dooker's Hollow; thence returning by said township road and along Bell avenue, to a town-

ship road, which is an extension of Burton street, in the borough of Braddock; thence by said township road to Charles street; thence by Charles street and township road to another township road, called Fourth street, at a point near Copeland station, P. R. R.; thence by said township road and Fourth street, to Mill street, in the borough of Braddock; thence by Mills street to Second street; thence by Second street to Talbot avenue; thence by Talbot avenue to Eighth street; thence by Eighth street to Braddock avenue to Burton street; thence by Burton street and township road of Bell avenue; thence by Bell avenue, returning by the same route to place of beginning; the circuit being completed by means of turnouts and switches.

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 05
Exchange tickets, school books of fifty trips,	1 50
Tickets in packages of six, sold for,	25
Books of fifty trips,	2 00

GENERAL BALANCE SHEET.

DR.		CR.	
Real estate,	\$12,000 00	Capital stock,	\$98,000 00
Construction and equipment,	115,285 18	Mortgage on real estate,	1,200 00
Operating expenses,	8,979 02	Mortgage on bonds,	40,000 00
Loss,	5,924 95	Receipts from passengers,	2,989 15
Total,	\$142,189 15	Total,	\$142,189 15

BRADDOCK AND TURTLE CREEK STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	James D. Callery,	Hiland avenue, Pittsburgh, Pa.
Secretary,	John C. Reilly,	Oakland, Pittsburgh, Pa.
Treasurer,	John W. Taylor,	Evaline avenue, Pittsburgh, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
James D. Callery, .	Hiland ave., Pittsburgh, Pa.,	Wm. V. Callery, .	Hiland ave., Pittsburgh, Pa.,
Wm. J. Burns, .	Hotel Kenmawr, Pittsburgh,	John W. Taylor, .	Evaline ave., Pittsburgh, Pa.
John C. Reilly, .	Oakland, Pittsburgh, Pa., .		

Date of annual meeting for election of directors: Second Monday in January.

Title of company: The Braddock and Turtle Creek Street Passenger Railway Company.

By whom is the road operated: The Braddock and Turtle Creek Street Passenger Railway Company.

General offices of company at Braddock, Pa.

For information relating to this report, address John W. Taylor, 548 Smithfield street, Pittsburgh, Pa.

What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Company was chartered September 21, 1885, under Act of 1878, and accepted provisions of Act of May 14, 1889.

Unable to obtain consent of local authorities until August, 1890.

Work began in October, 1890, and road constructed in spring of 1891, but no cars in operation until July 18, 1891.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Begins at Carrie Furnace, Braddock township, Allegheny county, Pa., follows the township road through Rankin borough, and by Braddock avenue, through Braddock borough and along township road again to a point east of Edgar Thomson Steel Works.

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 05
Tickets in packages of six, sold for,	25

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and equipment,	\$123,397 88	Capital stock,	\$60,850 00
Real estate,	5,350 49	Funded debt,	50,000 00
Accounts receivable,	578 84	Unfunded debt,	20,456 00
Profit and loss,	2,172 79		
Total,	\$131,500 00	Total,	\$131,500 00

BRADFORD AND KENDALL RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	W. S. Wales,	Syracuse, N. Y.
Secretary,	M. F. King,	Bradford, Pa.
Treasurer,	G. S. Wales,	Syracuse, N. Y.
General Superintendent,	M. F. King,	Bradford, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
W. S. Wales,	Syracuse, N. Y.	M. F. King,	Bradford, Pa.
G. S. Wales,	do.	J. G. Fisher,	do.

Date of annual meeting for election of directors: Second Monday in January.

Title of company: Bradford and Kendall Railway Company.

By whom is the road operated: Bradford and Kendall Railway Company.

General offices of the company at Bradford, Pa.

For information relating to this report, address W. S. Wales, Syracuse, N. Y.

What kind of power is used for propelling the cars on your road: Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Bradford and Kendall Railway Company was formed and articles of association signed the 15th day of March, 1879.

CHARACTERISTICS OF ROAD

Route of road, streets occupied, and connections: Commences at intersection of Main street, with Mechanic street, running along Main street and East Main street, to the American House, a distance of about one and one-half miles.

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 05
Tickets in packages of six, sold for,	25
Single tickets in packages of twelve, sold for,	45

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	\$166 37	Profit and loss,	\$113 56
Equipment,	197 10	W. S. Wales,	388 22
Tool account,	8 40		
Cash in hands of driver,	10 80		
Cash on hand in safe,	62 72		
Cash on hand in bank,	56 39		
Total,	\$501 78	Total,	\$501 78

IMPORTANT CHANGES DURING THE YEAR.

This company was incorporated under the Street Railway Act of May 23, 1878. In April, 1893, the provisions of section 20, Act of May 14, 1889, were accepted by this company and papers duly filed.

CARBONDALE TRACTION COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	John W. Aitken,	Carbondale, Pa.
Secretary,	Millard F. Thompson,	do.
Treasurer,	Wilbur F. Sadler, Jr.,	do.
General Manager,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
James D. Stocker,	Jermyn, Pa.	Harry G. Beetem,	Carlisle, Pa.
William Walker,	Mayfield, Pa.	Wilbur F. Sadler, Jr.,	Carbondale, Pa.
James J. Williams,	Scranton, Pa.	Millard F. Thompson,	Carbondale, Pa.
Charles H. Mullin,	Mt. Holly Sp'gs, Pa.		

Date of annual meeting for election of directors: Second Monday of January of each year.

Title of company: Carbondale Traction Company.

By whom is the road operated: Carbondale Traction Company.

General offices of the company at Carbondale, Pa.

For information relating to this report, address Millard F. Thompson, Carbondale, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Original capital stock was increased from \$100,000.00 to \$150,000.00, and \$150,000.00 bonds payable at 6 per cent. redeemable July 1, 1922, was authorized to be issued. A contract was subsequently entered into with Wilbur F. Sadler, Jr., Carlisle, Pa., wherein for consideration of stocks and bonds, he agreed to build, construct and equip, the said Carbondale Traction Company, in manner and form as provided in said contract.

Work was commenced in May, 1892, and on September 15, 1892, four cars were operated from Carbondale City to borough of Jermyn; September 22, 1892, six cars were operated from Simpson to borough of Jermyn; June 17, 1893, seven cars were operated from Simpson to Archbald; and a further extension is contemplated to the southern limit of Archbald borough.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: The Carbondale Traction Company, is situated in Lackawanna county, Pa., and runs a general north to south direction. It commences in the village of Simpson, Fell township, thence to Belmont road to Carbondale City; thence through Carbondale City by Belmont street, Cameron street, Church, Salem avenue, Main, Eighth avenue, Brookly, right of way, of N. Y. O. W. Railroad, Cottage street to

Carbondale township; thence through said township by the old Providence turnpike, a cross road, and the prolongation of Lackawanna avenue, from the borough of Mayfield to said borough; thence through said borough of Mayfield, by Lackawanna avenue, Poplar street, Main street to the borough of Jermyn; thence through said borough of Jermyn by Main street or First avenue to the borough of Archbald; thence by the old Providence turnpike and the Main street to the borough of Archbald to Miles Hotel, in said borough.

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 05
Tickets in packages of sixty sold for,	2 50

GENERAL BALANCE SHEET.

DR.			CR.	
Construction	per contract,	\$300,000 00	Capital stock,	\$150,000 00
Equipment			Funded debt,	150,000 00
Buildings			Unfunded debt in dispute,	3,097 07
Buildings (permanent improvements).		335 00	Funded debt,	17,350 76
Materials on hand inventoried at, .		2,064 10	Interest on bonds,	9,000 00
New cars,		9,087 20		
Deficit,		17,961 53		
Total,		\$329,447 83	Total,	\$329,447 83

IMPORTANT CHANGES DURING THE YEAR.

Road began operations September 15, 1892, from Carbondale City to Jermyn, four cars, about four miles; September 22, 1892, from Simpson to Jermyn, six cars, about six miles; June 17, 1893, from Simpson to Archbald, seven cars, about nine miles.

CATHARINE AND BAINBRIDGE STREETS PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	George W. Elkins,	Philadelphia.
Secretary,	D. W. Dickson,	do.
Treasurer,		

DIRECTORS.

NAMES.	ADDRESS.	NAMES.	ADDRESS.
George W. Elkins,	Philadelphia.	Clay Kemble,	Philadelphia.
David H. Lane,	do.	John B. Peddle,	do.
George D. Widener,	do.		

Date of annual meeting for election of directors: Second Monday in January of each year.
Title of company: The Catharine and Bainbridge Streets Railway Company of the City of Philadelphia.
By whom is the road operated: Philadelphia Traction Company.
General offices of the company at Forty-first and Haverford streets.
For information relating to this report, address D. W. Dickson, treasurer.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter, May 14, 1889.
Leased to the Philadelphia Traction Company for the term of ninety-nine years, from March 1, 1890.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Depot, Schuylkill avenue and Kansas street; on Schuylkill avenue to Bainbridge street, east on Bainbridge street to Front street, south on Front street to Catherine street, west on Catherine street to Gray's Ferry road, south-west on Gray's Ferry road to Christian street, west on Christian street to Schuylkill avenue, to depot.

GENERAL BALANCE SHEET.

DR.		CR.	
Cash,	\$630 93	Capital stock,	\$150,000 00
Construction,	667,571 07	Bonds,	150,000 00
Equipment,	57,496 25	Open account,	425,698 25
Total,	\$725,698 25	Total,	\$725,698 25

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: Six per cent. on par value of capital stock, March 1, \$4,500.00, September 1, \$4,500.00.

Paid in dividends, cash, \$9,000 00

CENTENNIAL PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	D. C. Golden,	Philadelphia, Pa.
Secretary,	H. C. Murphey,	do.
Treasurer,	Joseph C. Lugar,	do.
General Superintendent,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
W. H. Shelmerdine,	Philadelphia, Pa.	J. Levering Jones,	Philadelphia, Pa.
R. N. Carson,	do.	Samuel Moore, Jr.,	do.
E. J. Moore,	do.		

Date of annual meeting for election of directors: Second Monday in January.

Title of company: The Centennial Passenger Railway Company.

By whom is the road operated: People's Passenger Railway Company.

General offices of the company at Eighth and Dauphin streets, Philadelphia, Pa.

For information relating to this report, address H. C. Murphy, treasurer, Eighth and Dauphin streets, Philadelphia, Pa.

What kind of power is used for propelling the cars on your road: Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter, May 20, 1889.

The road was constructed, and operation commenced by the People's Passenger Railway Company, under an agreement dated April 21, 1893.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Commencing at Twenty-fifth street and Fairmount avenue, north on Twenty-fifth street to South College avenue, on South College avenue to West College avenue, on West College avenue to Girard avenue, on Girard avenue to Twenty-sixth street, south on Twenty-sixth street to Perot street, east on Perot street to Twenty-fifth street, south on Twenty-fifth street to Fairmount avenue.

CENTRAL ELECTRIC STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Stephen P. Stone,	Beaver, Pa.
Secretary,	A. R. Leyda,	Beaver Falls, Pa.
Treasurer,	Theo. P. Simpson,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Jon. C. Whitla,	Beaver Falls, Pa.	A. R. Leyda,	Beaver Falls, Pa.
A. M. Jolly,	do.	S. P. Stone,	do.
Jno. A. Elliott,	do.		

Date of annual meeting for election of directors: Second Monday in January.
Title of company: The Central Electric Street Railway Company.
By whom is the road operated: The Beaver Valley Traction Company.
With what other companies consolidated: Connected with Beaver Valley Street Railway Company.
Date of consolidation: November 24, 1891.
General offices of the company at Beaver Falls, Pa.
For information relating to this report, address A. R. Leyda, secretary.
What kind of power is used for propelling the cars on your road: Electric motor.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter granted November 6, 1890.
July 3, 1891 contract made for construction of the road, beginning at intersection of Pearl and Main street, New Brighton, Pa., to terminus of road at intersection of Third street with Buffalo street, Beaver, Pa. Work completed and road opened for traffic November 24, 1891, by the Beaver Valley Traction Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Beginning at intersection of Pearl and Main street, in the borough of New Brighton; thence south along Main street to the public road leading from New Brighton to Rochester; thence south along said road through borough of New Brighton and Rochester township to intersection thereof with public road leading to Sharon bridge; thence along said road and over said Sharon bridge into and through borough of Bridgewater to Water street; thence north along Water street in said borough to Bridge street; thence along Bridge street to line between Bridgewater and borough of Beaver; thence along public road or street to Beaver to Third street in said borough; thence west along Third street to the intersection thereof with Buffalo street in said borough of Beaver, Pa.

IMPORTANT CHANGES DURING THE YEAR.

Entire shares of the capital stock of The Central Electric Street Railway Company owned by the Beaver Valley Traction Company, August, 1891.

CENTRAL TRACTION COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	George I. Whitney,	Pittsburg.
Vice President,	Thos. A. Gillespie,	do.
Secretary,	John F. Miller,	do.
Treasurer,	Geo. F. Wright,	do.
General Superintendent,	W. C. Smith,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
George I. Whitney,	Pittsburg.	A. W. Herron,	Pittsburg.
T. A. Gillespie,	do.	Calvin Wells,	Allegheny, Pa.
J. R. McGinley,	do.	E. M. Byers,	Allegheny, Pa.
T. B. Atterbury,	do.		

Date of annual meeting for election of directors: Second Tuesday of February.
Title of company: The Central Traction Company.
By whom is the road operated: The Central Traction Company.
General offices of the company at Pittsburg, Pa.
For information relating to this report, address John F. Miller, secretary, Thirty-third street and Madison avenue, Pittsburg, Pa.
What kind of power is used for propelling the cars on your road: Cable and electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered December 21, 1888.
Construction commenced about January 1, 1889. Cable road strated about March 1, 1890.
Centre Avenue Electric Line started March 3, 1892.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Beginning at car barn corner of Herron avenue and Thirty-third street; thence by Herron avenue to Wylie avenue, to Sixth avenue, to Wood street, to Fourth avenue, to Grant street, to Webster avenue, to High street, to Wylie avenue, to Herron avenue, to car barn corner of Thirty-third street.
Connecting with Pittsburg Traction Company, Duquesne Traction Company, Pleasant Valley Railway Company, Pittsburg and Birmingham Traction Company, Allegheny Traction Company, Second Avenue Passenger Railway Company.

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 05
Tickets in packages of one hundred, sold for,	4 75

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and equipment,	\$1,259,691 90	Capital stock, paid in.	\$898,367 50
Real estate,	92,195 20	Bonds payable,	375,000 00
Cash,	2,214 28	Unfunded debt,	50,000 00
Sundry accounts receivable,	4,626 65	Sundry accounts payable,	20,266 82
		Loss and gain	14,493 71
Total,	\$1,358,128 03	Total,	\$1,358,128 03

CHELTON AVENUE PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	D. C. Golden,	Philadelphia, Pa.
Secretary and Treasurer,	H. C. Murphey,	do.
Auditor,	R. B. Selfridge,	do.
General Superintendent,	Harry Miller,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Wm. H. Shelmerdine	Philadelphia. Pa.	J. Levering Jones,	Philadelphia. Pa.
R. N. Carson,	do.	Samuel Moore, Jr.,	do.
E. J. Moore,	do.		

Date of annual meeting for election of directors: Second Monday in January.
Title of company: Cheltenham Avenue Passenger Railway Company.
By whom is the road operated: Cheltenham Avenue Passenger Railway Company.
General offices of the company at Eighth and Dauphin streets, Philadelphia, Pa.
For information relating to this report, address H. C. Murphy, treasurer, Eighth and Dauphin streets, Philadelphia, Pa.
What kind of power is used for propelling the cars on your road: Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter, May 20, 1889.
Double tracks have been laid and the road constructed on Rittenhouse street from Wissahickon avenue to Pulaski avenue, and on Pulaski avenue to Cheltenham avenue, and on Cheltenham avenue to Stenton avenue. The road was opened and cars commenced running July 12, 1892, and the extension from Chew street to Stenton avenue was opened April 1, 1893.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Double track on Rittenhouse street from Wissahickon avenue to Pulaski avenue, on Pulaski avenue to Cheltenham avenue, on Cheltenham avenue to Stenton avenue.

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 05
Exchange tickets,	08

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	\$62,925 60	Capital stock,	\$3,900 00
Equipment,	10,787 54	Unfunded debt,	87,463 48
Real estate,	14,774 67	Sundry maturing accounts,	1,823 53
Materials and supplies,	497 54		
Cash,	905 75		
Sundry accounts receivable,	302 70		
Profit and loss,	2,993 21		
Total,	\$93,187 01	Total,	\$93,187 01

CHESTER STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Samuel A. Dyer,	Chester, Del. co., Pa.
Secretary,	J. G. Dyer,	do. do.
Treasurer,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Geo. B. Lindsay,	Chester, Del. co., Pa.	Richard Wetherill,	Chester, Del. co., Pa.
Wm. B. Broomall,	do. do.	Richard Peters, Jr.,	do. do.
Wm. S. Blakeley,	do. do.	Samuel A. Dyer,	do. do.
Robert Wetherill,	do. do.		

Date of annual meeting for election of directors: Second Monday in January.

Title of company: The Chester Street Railway Company.

By whom is the road operated: Union Railway Company.

General offices of the company at Fourth and Penn street, Chester, Pa.

For information relating to this report, address J. G. Dyer, secretary, Chester, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Articles of association were filed and letters patent issued by the Governor, July 13, 1882, for the Chester Street Railway Company, Chester, Pa. Capital stock \$50,000.00, full paid. 1,000 shares, \$50.00. Road built and opened for traffic about February 1, 1883. During 1883, capital stock increased to \$80,000.00, full paid. Branch to Upland built and opened for travel during summer of 1883. February 18, 1887, capital stock increased to \$100,000.00, full paid. Providence avenue branch opened for travel May 7, 1887. The roadway is of best construction, substantial brick buildings for car house, stables and office. Built and maintained on cash basis. No indebtedness. Act of May, 14, 1889, accepted by company and letters patent issued by the Governor, May 21, 1889. In November, 1890, capital stock was increased to \$150,000.00, full paid. January 12, 1891, the Chester Street Railway Company leased its roadway, buildings and real estate, with all rolling stock, horses, mules and personal property to the Union Railway Company of Chester, Pa., for a term of ninety-nine years. The Union Railway Company, by said lease, assuming all responsibility for repairs, maintenance, extension, taxation, running expenses during continuance of said lease.

GENERAL BALANCE SHEET.

	DR.		CR.	
Construction {	Real estate,	\$21,560 91	Capital stock,	\$150,000 00
	Roadway,	36,665 46		
	Equipment,	41,773 63		
Total.		\$150,000 00	Total,	\$150,000 00

CHESTER AND MEDIA ELECTRIC RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Richard Wetherill,	Chester, Delaware county, Pa.
Secretary,	J. G. Dyer,	do. do.
Treasurer,	S. A. Dyer,	do. do.
General Manager,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Richard Wetherill,	Chester, Delaware county, Pa.	George B. Lindsay,	Chester, Delaware county, Pa.
Robert Wetherill,	do. do.	J. Frank Black,	do. do.
Wm. B. Broomall,	do. do.		

Date of annual meeting for election of directors: Second Monday in January.

Title of company: Chester and Media Electric Railway Company.

By whom is the road operated: Union Railway Company.

General offices of the company: Fourth and Penn streets, Chester, Delaware county, Pa.

For information relating to this report, address J. G. Dyer, secretary, Chester, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Articles of association were filed and letters patent issued by the Governor, April 18, 1892, for the Chester and Media Electric Railway Company of Chester, Pa. Capital stock \$100,000.00. 2,000 shares \$50.00 each, full paid.

Road was built during summer, fall and winter of 1892, and opened for travel in spring of 1893. April 1, 1893, the Chester and Media Electric Railway Company leased its roadway, real estate, rolling stock and all personal property to the Union Railway Company, of Chester, Pa., for a term of ninety-nine years. The Union Railway Company under said lease assuming all responsibility of repairs, extension, maintenance, taxation and running expenses during the continuance of lease.

GENERAL BALANCE SHEET.

DR.		CR.	
Construction of road bed and road.	\$188,000 00	Capital stock.	\$100,000 00
Equipment,	12,000 00	Funded debt, twenty year five per cent. gold loan, due April, 1913, . .	100,000 00
Total,	\$200,000 00	Total,	\$200,000 00

IMPORTANT CHANGES DURING THE YEAR.

Leased to Union Railway Company of Chester, Pa., on April 1, 1893, for ninety-nine years.

CITIZENS' PASSENGER RAILWAY COMPANY OF NORRISTOWN.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	John Slingluff,	Norristown, Pa.
Vice President,	James W. Shepp,	Philadelphia.
Secretary,	George R. Kite,	Norristown, Pa.
Treasurer,	George Shannon,	Norristown, Pa.
General Superintendent,	W. K. Tobias,	Norristown, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
James W. Shepp,	Philadelphia.	W. B. Krick,	Reading, Pa.
Daniel B. Shepp,	do.	Joseph Fornance,	Norristown, Pa.

Date of annual meeting for election of directors: Second Monday in January.

Title of company: Citizens' Passenger Railway Company of Norristown, Pa.

By whom is the road operated: By the Citizens' Passenger Railway Company.

General offices of the company at Norristown, Pa.

For information relating to this report, address George Shannon, treasurer.

What kind of power is used for propelling the cars on your road: Horse power.

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 05
Exchange tickets,	08
Tickets in packages of twenty-five, sold for,	1 30

GENERAL BALANCE SHEET.

DR.		CR.	
Real estate	\$7,367 22	Capital stock	\$49,520 00
Road—construction	28,063 62	Capital stock, second series	3,000 00
Equipment	15,968 27	Loan—bond	9,000 00
Electric equipment	1,702 36	Sundry receipts	12,133 05
Miscellaneous expenses	1,045 58		
Profit and loss	6,135 71		
Sundry expenses	11,754 27		
Cash	1,616 62		
Total	\$73,653 05	Total	\$73,653 05

CITIZENS' PASSENGER RAILWAY COMPANY OF PHILADELPHIA.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	Charles E. Ellis	Philadelphia.
Secretary	John Q. Adams	do.
Treasurer	A. A. Stull	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Richard M. Hartley	Philadelphia.	George K. McIlwain	Philadelphia.
John H. Sloan	do.	Charles J. Beebe	do.
Thomas S. Manning	do.		

Date of annual meeting for election of directors: Second Monday in January of each year.

Title of company: Citizens' Passenger Railway Company.

By whom is the road operated: Frankford and Southwark Philadelphia City Passenger Railroad Company.

With what other companies consolidated: Frankford and Southwark Philadelphia City Passenger Railroad Company.

Date of consolidation: April 1, 1892.

General offices of the company at 2501 Frankford avenue.

For information relating to this report, address John Q. Adams, secretary.

What kind of power is used for propelling the cars on your road: Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Citizens' Passenger Railway Company incorporated March 25, 1858.

Construction of road from Columbia avenue to Reed street, May, 1858. Extended north to Montgomery avenue in 1863. Extended north to Susquehanna avenue in 1877. Extended south to Mifflin street in 1873. Extended south to Snyder avenue in 1891.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: From depot at Eleventh and Colona streets, south on Eleventh street to Diamond, east on Diamond to Tenth, down Tenth street to Snyder avenue, west on Snyder avenue to Twelfth street, north on Twelfth street to Wharton street, east on Wharton street to Eleventh street, north on Eleventh street to Colona street to depot.

Branch road: From depot up Eleventh street to Cambria street, down Eleventh street to Cumberland street, east on Cumberland street to Tenth street, south on Tenth street to Pine street, west on Pine street to Eleventh street, north on Eleventh street to depot at Colona street.

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 06
Exchange tickets,	08

GENERAL BALANCE SHEET.

DR.		CR.	
Construction, equipment and real estate,	\$484,452 88	Capital stock,	\$192,500 00
		Amount expended in construction, equipment and real estate, . . .	291,952 88
Total,	\$484,452 88	Total,	\$484,452 88

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July, 1892, \$2.87 1-2 per share; October, 1892, \$2.87 1-2 per share; January, 1893, \$2.87 1-2 per share; April, 1893, \$2.87 1-2 per share.

Paid in dividends, cash, \$115,000 00

IMPORTANT CHANGES DURING THE YEAR.

Note—The Citizens' Passenger Railway Company was leased to the Frankford and Southwark Philadelphia City Passenger Railroad Company for the term of nine hundred and ninety-nine years, from April 1, 1892.

CITIZENS' PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	B. F. Meyers,	Harrisburg, Pa.
Vice-President,	J. A. Dunkle,	Steelton, Pa.
Secretary,	A. W. Dunkle,	Steelton, Pa.
Treasurer,		
General Superintendent,	F. H. Alleman,	Steelton, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
B. F. Meyers,	Harrisburg, Pa.	Dr. W. H. Seibert,	Steelton, Pa.
C. L. Brinser,	Harrisburg, Pa.	G. R. Alleman,	Steelton, Pa.
J. C. Durbin,	Harrisburg, Pa.	H. G. Eshenaur,	Oberlin, Pa.
F. E. Walz,	Harrisburg, Pa.	Dr. James B. Eby,	Newport, Pa.
J. A. Dunkle,	Steelton, Pa.,		

Date of annual meeting for election of directors: Second Monday in January.

Title of company: Citizens' Passenger Railway Company.

By whom is the road operated: Citizens' Passenger Railway Company.

General offices of the company at Steelton, Pa., and Harrisburg, Pa.

For information relating to this report, address A. W. Dunkle, secretary, Steelton, Pa., or Harrisburg, Pa.

What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Company organized January 6, 1892, and incorporated January 11, 1892, under the Act of 1890.

Work was commenced on construction of road, May 1, 1892, in Harrisburg, Pa., and line above Market street completed about November 1, 1892.

Four cars were placed upon this portion of the road on October 12, 1892, power being furnished from a temporary plant on State street, Harrisburg.

The work on construction of line toward Steelton was continued and the line below Market street, Harrisburg, completed as far as the northern limits of the borough of Steelton. Work is being continued so as to have the Steelton line in operation some time during the following month.

Work has also been commenced on a car barn, size 96 feet by 100 feet, and a power station, size 70 feet by 90 feet, situated in West Steelton.

The power station is to have a capacity of 600 horse power in engines and generators.

It is expected to have the buildings completed and the machinery in place by August 1, 1893.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Now in operation in the city of Harrisburg, Pa., Third street from Meadow Lane to Walnut, to Short, to South, to Spruce, to North, to Pennsylvania avenue, to Maclay, to North Fourth, to Reily, to Margaratta, to Broad, to Elder, to North, to Spruce, completing the circuit by way of Spruce, South, Short and Walnut to Third. Balance of road laid and about ready for operation: Meadow Lane from Third to Second, to Washington, to Front, to Iron avenue. Paxton street from Front street to Tenth, to Berryhill, to Nineteenth, to Gibson street.

RATE OF FARE FOR PASSENGERS.

Exchange tickets,	\$0 05
Tickets in packages of six, sold for,	25
Tickets in packages of twenty-five, sold for,	1 60

GENERAL BALANCE SHEET.

DR.		CR.	
Construction accounts,	\$111,299 73	Capital stock,	\$134,284 97
Equipment,	59,232 10	Bills payable,	30,917 50
Real estate,	6,850 00	Miscellaneous accounts,	19,372 08
Furniture and fixtures,	48 00		
Cash,	1,546 52		
Amount paid on account, contracts not yet fulfilled,	5,000 00		
Profits and loss,	598 20		
Total,	\$184,574 55	Total,	\$184,574 55

IMPORTANT CHANGES DURING THE YEAR.

Line in Harrisburg put in operation October 12, 1892.

CITIZENS' PASSENGER RAILWAY COMPANY OF
McKEESPORT.

OFFICERS.

TITLE.	NAME.	RESIDENCES.
President,	James S. Kuhn,	McKeesport, Pa.
Vice President,	W. A. Dunshee,	McKeesport, Pa.
Secretary,	Homer C. Stewart,	McKeesport, Pa.
Treasurer,	S. A. Duncan,	Pittsburgh, Pa.
General Superintendent,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
W. A. Dunshee,	McKeesport, Pa.	T. L. White,	McKeesport, Pa.
Wm. E. Harrison,	McKeesport, Pa.	Jno. A. O'Neill,	do.
Horace Crosby,	Pittsburgh, Pa.		

Date of annual meeting for election of directors: Second Monday of January.

Title of company: Citizens' Passenger Railway Company.

By whom is the road operated: Citizens' Passenger Railway Company.

General offices of the company at corner Ringoel and Sinclair streets, McKeesport, Pa.

For information relating to this report, address above.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter, October, 1892. Organized in November, 1892.

Work commenced and one and one-half miles of road completed and in operation May, 1893.
Single track road operating two cars.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Starting at Fifth and Locust street opposite Baltimore and Ohio depot; thence along Locust street to Shaw's avenue; thence to Jenny Lind street and along Jenny Lind street to Fremont street. One turnout from Locust street along Sixth to Baltimore and Ohio Railroad.

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 05
Tickets in packages of six, sold for,	25

CITIZENS' PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Joseph S. Brown,	Allegheny, Pa.
Secretary,	Jas. J. Donnell,	Pittsburg, Pa.
Treasurer,	N. Holmes,	Pittsburg, Pa.
Auditor,	C. M. Gormly,	Pittsburg, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Joseph S. Brown,	Allegheny, Pa.	C. L. Magee,	Pittsburg, Pa.
Jas. J. Donnell,	Pittsburg, Pa.	H. S. A. Stewart,	do.
James Verner,	Pittsburg, Pa.		

Date of annual meeting for election of directors: Third Monday of November.

Title of company: Citizens' Passenger Railway Company.

By whom is the road operated: Citizens' Traction Company.

With what other companies consolidated: The Citizens' Passenger Railway Company is leased to the Citizens' Traction Company.

Date of consolidation: The above lease went into effect September 1, 1887, to run for ninety-eight years.

General offices of the company at Pittsburg, Pa.

For information relating to this report, address Jas. J. Donnell, secretary.

What kind of power is used for propelling the cars on your road: Cable power is used for the operation of the greater part of the road. Electricity for the balance.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Citizens' Passenger Railway Company was incorporated under the Act entitled "An Act to incorporate the Citizens' Passenger Railway Company," approved March 22, A. D. 1859.

The road of this company was operated as a horse car road until leased by the Citizens' Traction Company, September 1, A. D. 1887.

On the 1st of September, 1887, all the property and franchises of the Citizens' Passenger Railway Company passed into the possession and control of the Citizens' Traction Company, and since that date the road has been operated by the latter company. All the stock of the railway company having been purchased by the traction company.

Mr. Jos. S. Brown, president, died in Chicago, June, 1893.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Along Cecil alley to Liberty, to Seventh, to Penn avenue, to forks of road, where one branch continues out Penn to East Liberty and the other branch along Butler street to Sharpsburg, on the north side of the Allegheny river.

CITIZENS' TRACTION COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	John G. Holmes,	Pittsburg, Pa.
Vice President,	H. S. A. Stewart,	do.
Secretary,	C. M. Gormly,	do.
Treasurer,	Nathaniel Holmes,	do.
Auditor,	C. M. Gormly,	do.
General Superintendent,	J. E. Rugg,	do.

Date of annual meeting for election of directors: Third Monday in November.

Title of company: Citizens' Traction Company.

By whom is the road operated: Citizens' Traction Company.

General offices of the company at Pittsburg, Pa. Room No. 6 Jackson Building, corner Penn avenue and Sixth street.

For information relating to this report, address John G. Holmes, president.

What kind of power is used for propelling the cars on your road: Cable and electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered July 6, 1887.

Leased the Citizens' Passenger Railway Company and the Transverse Passenger Railway Company, both horse-power roads. The power was changed to cable; the first car under the cable system was run in January, 1889. The branch to Sharpsburg was subsequently changed from horse-power to electric power.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Cable—Cecil alley, Liberty street, Seventh street, Penn avenue, Butler street; intersects Pittsburg, Allegheny and Manchester, Federal streets and Pleasant Valley, Duquesne, all electric power roads. Electric—Butler street, Pittsburg; Main street, Sharpsburg.

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 05
Exchange tickets,	\$0 08 and \$0 07
Tickets in packages of five, sold for,	95

GENERAL BALANCE SHEET.

DR.		CR.	
Stocks and bonds,	\$2,192,664 93	Capital stock,	\$3,000,000 00
Construction,	1,868,001 51	Mortgage bonds,	1,250,000 00
Equipment,	187,162 89	Purchase money mortgages,	120,000 00
Real estate,	313,075 80	Accounts payable,	26,292 80
Treasurer,	23,834 72	Profit and loss,	188,447 05
Total,	\$4,584,739 85	Total,	\$4,584,739 85

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July, 1892, 3 per cent. January, 1893, 3 per cent.

Paid in dividends, cash,	\$180,000 00
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IMPORTANT CHANGES DURING THE YEAR.

Leased the Penn Street Railway Company.

CITY PASSENGER RAILWAY COMPANY OF ALTOONA.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President.	John Lloyd.	Altoona, Pa.
Secretary.	C. A. Buch.	do.
Treasurer.	W. P. Hewitt.	do.
Superintendent.		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
John Lloyd.	Altoona, Pa.	M. H. Mackey.	Altoona, Pa.
A. C. Shand.	do.	J. C. Hughes.	do.
Cornelius Campbell.	do.	M. H. Canan.	do.

Date of annual meeting for election of directors: Second Monday in January.

Title of company: The City Passenger Railway Company of Altoona, Pa.

By whom is the road operated: The City Passenger Railroad Company of Altoona, Pa.

General offices of the company at Altoona, Pa.

For information relating to this report, address C. A. Buch, secretary and treasurer, Altoona, Penn'a.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized February 18, 1882. Chartered March 10, 1882. Re-chartered, 1889, under Act of May, 1889. Original capital stock, \$40,000.00. Increased to \$180,000.00, and again increased to \$250,000.00.

Original route 110 feet on 4th street to 8th avenue, 8th avenue to 17th street, 17th street to Bridge street, Bridge street to 11th avenue, 11th avenue to 11th street, 11th street to Chestnut avenue, Chestnut avenue to city limit. City limit, 4,800 feet in Juniata. Line has been extended from 4th street and 8th avenue, over 4th street to 6th avenue, and east on 6th avenue to township road, in all 2,950 feet. Also from 17th street and 7th avenue down 7th avenue, 3,260 feet. Also on Union and Broad avenues from Bridge street, 5,500 feet. July 4, 1891, the first electric cars were operated on the main line, and by November 15, 1891, the entire road was operated.

Power-house is located 19th street and Margaret avenue. Five T. H. generators of eighty horse-power. Three M. A. Green engines, each one hundred and twenty horse-power. Three M. A. Green boilers, one hundred horse-power.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Beginning 4,800 feet east of 1st and Chestnut avenue, in Juniata, west on Chestnut avenue to 11th street, south on 11th street to 11th avenue, west on 11th avenue to Bridge street, southeast on Bridge street to 17th street, 17th street to 8th avenue, east on 8th avenue to 4th street, southeast on 4th street to Sixth avenue, east on 6th avenue to city line. One branch, 17th street and 8th avenue, southeast on 17th street to 7th avenue, southwest on 7th avenue to 25th street. One branch junction on Union avenue and Bridge street and 11th avenue, west on 11th avenue to 18th street, southeast on 18th street to Union avenue, southwest on Union avenue to Broad street, west on Broad street to 27th street.

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 05
Tickets in packages of twenty-five, fifty and one hundred, sold for,	04

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	\$117,453 53	Capital stock,	\$198,200 00
Equipment,	136,541 51	Bonds,	50,000 00
Cash on hand,	10,405 68	Unfunded debt,	2,750 00
		Current expenses,	3,045 04
		Balance,	10,405 68
Total,	\$264,400 72	Total,	\$264,400 72

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July, 3 per cent., January, 4 1-2 per cent.	
Paid in dividends, cash,	\$13,500 00

IMPORTANT CHANGES DURING THE YEAR.

April 17, 1893, The Altoona and Logan Valley Electric Railway Company acquired by purchase about 3,400 shares of the capital stock of this company and at that date took charge of its management, etc., by the election of its officers to similar positions in the City Passenger Railway.

COALVILLE PASSENGER RAILROAD COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	J. W. Hallenback,	Wilkes-Barre, Pa.
Secretary,	Jno. Graham,	do.
Treasurer,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
J. W. Hollenback,	Wilkes-Barre, Pa.	Samuel Buek,	Wilkes-Barre, Pa.
W. G. Eno,	Plymouth, Pa.	C. J. Swan,	do.
J. M. Thomas,	Wilkes-Barre, Pa.		

Title of road: Coalville Passenger Railway Company.
By whom is the road operated: Operated by and leased to the Wyoming Valley Traction Company in whose statement the report of earnings are recorded.
General offices of the company at Wilkes-Barre, Pa.
For information relating to this report, address John Graham.
What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered May 29, 1869.

COLUMBIA AND IRONVILLE STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President.	William B. Given.	Columbia, Pa.
Secretary.	Frank S. Given.	do.
Treasurer.	Joseph Janson.	do.
General Superintendent.	Frank S. Given.	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
William B. Given.	Columbia, Pa.	James A. Meyers.	Columbia, Pa.
John A. Coyle.	Lancaster, Pa.	S. S. Detwiler.	do.
Edward McGovern.	Lancaster, Pa.	B. Frank Connor.	do.
Michael Reilly.	Lancaster, Pa.		

Date of annual meeting for election of directors: Second Monday in January of each year.
 Title of company: The Columbia and Ironville Street Passenger Railway Company.

By whom is the road operated: By owners.

General offices of the company at Columbia, Lancaster county, Pa.

For information relating to this report, address Frank S. Given, secretary, Columbia, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

RATE OF FARE FOR PASSENGERS.

Single fare.	\$0 05
Exchange tickets.	05
Tickets in packages of six, sold for.	25
Tickets in packages of fifty for daily use.	1 50

CONNELLVILLE, NEW HAVEN AND LEISENRING STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President.	John D. Frisbee.	Connellsville, Pa.
Secretary.	John K. Ewing, Jr.	Uniontown, Pa.
Treasurer.	Eugene T. Norton.	Connellsville, Pa.
General Superintendent.	John L. Gans.	Connellsville, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
John K. Ewing,	Uniontown, Pa.	John K. Ewing,	Uniontown, Pa.
A. D. Boyd,	do.	Jos. Soisson,	Connellsville, Pa.
Nathaniel Ewing,	do.		

Date of annual meeting for election of directors: Date fixed by Act of Assembly.

Title of company: Connellsville, New Haven and Leisenring Street Railway Company.

By whom is the road operated: The company.

General offices of the company at Connellsville, Pa.

For information relating to this report, address secretary or treasurer.

What kind of power is used for propelling the cars on your road: Electric.

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 05
Tickets in packages of twenty-five, sold for,	1 60

GENERAL BALANCE SHEET.

DR.		CR.	
Construction account,	\$67,305 59	Capital stock,	\$70,000 00
Equipment account:		Funded five per cent loan,	13,000 00
Electrical equipment, .. \$9,840 75		Bills payable,	11,275 00
Car equipment, 5,093 40		Accounts payable,	1,277 18
Steam plant, 9,446 33		Profit and loss account,	3,951 73
	24,380 48		
Real estate account,	5,234 38		
Office fixtures account,	67 00		
Tools account, as per inventory, . .	499 12		
Repairs account, material on hand,			
as per inventory,	570 59		
Operating expenses account, as per			
inventory,	140 22		
Maintenance of way account, as			
per inventory,	62 00		
Cash account,	675 71		
Wreck account,	568 82		
Total,	\$99,503 91	Total,	\$99,503 91

STOCK AND DIVIDENDS.

Balance for the year, or surplus,	\$1,471 19
Surplus at commencement of the year,	2,480 54
Total surplus,	\$3,951 73
Surplus invested as follows:	
Cash,	\$675 71
Material, fuel and stores,	772 81
Other items,	2,503 21

CONTINENTAL PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Wm. L. Elkins,	Philadelphia.
Secretary,	John B. Peddle,	do.
Treasurer,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
P. A. B. Widener,	Philadelphia.	Wm. J. Elliott,	Philadelphia.
Clay Kemble,	do.	Geo. D. Widener,	do.
Geo. W. Elkins,	do.		

Date of annual meeting for election of directors: Second Monday in January.
Title of company: The Continental Passenger Railway Company.
By whom is the road operated: The Philadelphia Traction Company.
With what other companies consolidated: The Union Passenger Railway Company.
Date of consolidation: January 1, 1880.
General offices of the company at No. 423 Walnut street, Philadelphia.
For information relating to this report, address Jno. B. Peddle, treasurer.
What kind of power is used for propelling the cars on your road: Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of incorporation, September 3, 1873.
This company was leased to the Union Passenger Railway Company, January 1, 1880, for a period of ninety-nine years.
This road is now operated by the Philadelphia Traction Company, under a lease of the Union Passenger Railway Company.
This company leased the Seventeenth and Nineteenth Streets Passenger Railway Company, for a period of ninety-nine years, from July 1, 1879.
This road is now operated by the Philadelphia Traction Company.

GENERAL BALANCE SHEET.

DR.		CR.	
Real estate,	\$113,837 89	Capital stock,	\$580,000 00
Equipment,	103,644 89	Funded debt,	350,000 00
Construction,	160,008 76	Union Passenger Railway Company,	11,750 26
Stock,	600,000 00	Profit and loss,	35,741 28
Total,	\$977,491 54	Total,	\$977,491 54

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: Twelve per cent. on par value, January and July.
Paid in dividends, cash, \$120,000 00

DUBOIS TRACTION PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	M. D. Wayman,	Ford City, Pa.
Vice President,	A. C. Bailey,	Ford City, Pa.
Secretary,	J. D. Bailey,	Ford City, Pa.
Treasurer,	George E. Grier,	DuBois, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
C. J. Jessop,	Kittanning, Pa.	J. C. Grier,	Punxsutwaney, Pa.
J. D. Bailey,	Ford City, Pa.	A. C. Bailey,	Ford City, Pa.
J. W. Grier,	DuBois, Pa.	David Reams,	DuBois, Pa.

Date of annual meeting for election of directors: Second Monday in January.
 Title of road: DuBois Traction Passenger Railway Company.
 By whom is this road operated: DuBois Traction Passenger Railway Company.
 General officers of the company at DuBois, Pa.
 For information relating to this report, address J. D. Bailey, secretary, Ford City, Pa.
 What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter, April 18, 1899.

Construction was completed in 1891, since which time the road has been in successful operation, and doing a fairly satisfactory business. We have been very fortunate in having had no accidents to either persons or property. Our city growing rapidly gives us very bright prospects.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Commencing on Main street, at Rumberger cemetery, thence along Main to Booth street, thence along Booth street to Long street, thence along Long street to Courtney street, thence along Courtney street to Plank road, thence along Plank road to Railroad street, thence along Railroad street to DuBois house.

Addition to the original charter: From Railroad street to Fifth avenue, thence along Fifth avenue to DuBois avenue, thence along DuBois avenue to township line.

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 05
Tickets in packages of twenty-four, sold for,	1 00

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and equipment, . . .	\$51,446 25	Capital stock authorized by law, . .	\$50,000 00
Expenses on road bed,	90 00	Bills payable,	13,085 48
Real estate,	2,000 00		
Paid in on capital stock during year,	1,400 00		
Material on hand,	7,480 00		
Profit and loss,	669 22		
Total,	\$63,085 48	Total,	\$63,085 48

DUQUESNE TRACTION COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	C. L. Magee,	Pittsburgh.
Vice President,	James A. McDevitt,	Laneaster, Pa.
Secretary,	John F. Steel,	Pittsburgh.
Treasurer,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
C. L. Magee,	Pittsburg.	James A. McDevitt,	Lancaster, Pa.
George Rick,	Pottstown, Pa.	C. H. McKee,	Pittsburg.
Josbua Rboades,	Pittsburg.		

Title of company: The Duquesne Traction Company.

By whom is the road operated: The Pittsburg Traction Company.

General offices of the company at Pittsburg, Pa.

For information relating to this report, address James A. McDevitt, secretary, Times Building, Pittsburg.

What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated January 25, 1890, under Act of March 22, 1887. Consent of councils of city of Pittsburg granted on February 28, 1890, to enter upon streets occupied by street railways, which should be operated by or supplied with motive power by the Duquesne Traction Company.

The construction of the company's power plant, shops, overhead lines and appliances was proceeded with and so far completed that in the latter part of February, 1891, a considerable part of the overhead lines were constructed and its power plant put in operation for the purpose of testing the same.

The main portion of the power house was then destroyed by fire and the electric apparatus so injured that they were unfit for use. The reconstruction of the power house was at once proceeded with, the power plant rebuilt, and the company began operations on part of its lines on May 21, 1891.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: The company at the western end of its route in the business portion of the city of Pittsburg uses a loop, beginning at the intersection of Diamond and Ross streets; thence along Diamond and Grant streets, Sixth avenue and Wood street, Fourth avenue and Ross street, back to intersection of Diamond and Ross streets; thence by double lines eastwardly along Forbes street to Craig street; thence along Craig street, Ellsworth avenue, Neville street, Centre avenue, Negley avenue, Bryant street, Highland avenue, Kirkwood street, across private property to eastern end of Ellsworth avenue; along Ellsworth avenue to western end, across private property to Craig street, at the company's car house. Also a loop extending from point where double tracks turn off Kirkwood street; along Kirkwood, Union and Broad streets; along Frankstown avenue over tracks of Citizens' Street Railway Company, to Lincoln avenue; along Lincoln avenue, Shetland street, Larimer avenue, Station street, Collin avenue and back along Kirkwood street to place of beginning. A number of other lines are in process of construction, but not yet completed.

RATE OF FARE FOR PASSENGERS.

Single fare, 5 and 7 cents.

GENERAL BALANCE SHEET.

DR.		CR.	
Construction roadway and overhead line work,	\$1,195,734 07	Capital stock,	\$3,000,000 00
Real estate and buildings,	307,369 81	Funded debt, 5 per cent. bonds, . .	1,500,000 00
Railway stocks and franchises, . . .	2,460,029 54	Unfunded debt,	19,000 00
Equipment account,	453,203 48		
Machinery account,	87,513 92		
Cash,	3,540 20		
Profit and loss,	11,608 98		
Total,	\$4,519,000 00	Total,	\$4,519,000 00

EAST END PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Jno. R. T. Ryan,	Williamsport, Pa.
Secretary,	Thos. Laudy,	do.
Treasurer,	J. H. Boyer,	do.
General Superintendent,	D. R. Boyer,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Jno. R. T. Ryan,	Williamsport, Pa.	Thos. Laudy,	Williamsport, Pa.
John M. Young,	do.	H. C. Young,	do.
J. H. Boyer,	do.		

Date of annual meeting for election of directors: Second Monday in January.
Title of company: East End Passenger Railway Company.
By whom is the road operated: East End Passenger Railway Company.
General offices of the company at Williamsport, Pa.
For information relating to this report, address Jno. R. T. Ryan, president.
What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter dated June 11, 1892.
Papers of association were drawn by the solicitor of the company, and immediately on final passage of authority of the city for railway company to lay its tracks, work was commenced and the line partly constructed the same year. Cars were run May 30, 1893, almost one year from date of association papers, the winter of 1892 and 1893, delaying the completion of the road at once from time the first work was done.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Fourth and Franklin to Washington, to Almona, to Franklin and point of beginning.

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 05
Exchange tickets,	08

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	\$20,606 86	Capital stock,	\$12,000 00
Equipment,	6,505 88	Bonds,	12,000 00
Cash,	1,619 26	Notes,	5,000 00
Total,	\$28,732 00	Total,	\$29,000 00

EAST HARRISBURG PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President.	John Q. Denney.	South Cameron street, Harrisburg.
Vice President,	T. D. Greenawalt,	130 Walnut street, Harrisburg.
Secretary,	W. J. Calder,	503 North Front street, Harrisburg.
Treasurer,	F. B. Musser,	South Thirteenth street, Harrisburg.
General Superintendent,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
T. D. Greenawalt,	130 Walnut street, Harrisburg.	Lyman D. Gilbert,	203 North Front street, Harrisburg.
E. O. Felton,	Steelton, Pa.	Chas. L. Bigler, Jr.,	104 Chestnut street, Harrisburg.
George Pancake,	705 South Front street, Harrisburg.	Oliver E. McClellan,	Germantown, Pa.
D. Fleming, Jr.,	Front and South streets, Harrisburg.	John Q. Denney,	South Cameron street, Harrisburg.
James M. Cameron,	Front and State streets, Harrisburg.		

Date of annual meeting for election of directors: Second Monday of January of each year.

Title of company: East Harrisburg Passenger Railway Company.

By whom is the road operated: By its own company.

With what other companies consolidated: By lease for ninety-nine years with Harrisburg City Passenger Railway Company, Middletown, Highspire and Steelton Street Railway Company.

Date of consolidation: With Harrisburg City Passenger Railway Company, May 18, 1892; with Middletown, Highspire and Steelton Street Railway Company, January 1, 1893.

General offices of the company at No. 5 South Second street, Harrisburg, Pa.

For information relating to this report, address W. J. Calder, secretary and treasurer, East Harrisburg Passenger Railway Company.

What kind of power is used for propelling the cars on your road: Electricity. Overhead trolley system.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

This company was first chartered July 23, 1886, but another charter was taken out under the law of 1889, which was passed to overcome the difficulties of special legislation. The original line was built to Twenty-first and Derry streets, on Allison's Hill, and the first car was run in October, 1886. In December of the following year the first car was run to Steelton. In May, 1892, the line of the Harrisburg City Passenger Railway Company was leased by this company and were equipped for electricity; and in January, 1893, the line of the Middletown, Highspire and Steelton Railway Company was leased.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Allison's Hill Line—Fourth street, from State to Thirteenth, on Thirteenth street from State to Derry, on Derry street from Thirteenth street to Paxtang, connecting with city line on Fourth and State streets..

Steelton Line—Mohn street, Steelton, to Hemlock street, Harrisburg, on Hemlock from Cameron to Ninth street, on Ninth from Hemlock over Dock street bridge to Race street, on Race from Dock street to line on Vine from Race to Second street, on Second street from Vinc to Chestnut street, on Chestnut street to Fourth street, on Fourth street to Market, on Market to Market Square, there connecting with city line.

City Line—Second street to Reily street, on Reily to Sixth street, Third street from Maclay to Walnut street, there connecting with Second street line and running down Market street; Sixth street from Fourth and Market street, up Fourth to Sixth street, on Sixth street to city limits, and an extension of Sixth street to Lalanc and Grosgean works.

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 05
Tickets in packages of twenty-five, sold for,	1 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cash,	\$6,205 70	Capital stock,	\$350,000 00
Office furniture,	1,031 12	Amount borrowed,	127,868 56
Real estate,	24,645 20	Contingent fund,	17,058 14
Construction, Steelton,	56,491 07	Bills payable,	143,807 61
Construction, Hill,	53,195 48	Supply coal,	140 75
Extension, Hill and Steelton,	5,578 33		
Replacement, buildings,	2,478 31		
Equipment,	232,874 28		
Replacement, track,	2,343 71		
Building, leased line,	9,064 07		
Right of way,	36,000 00		
Interest and discount,	18,805 50		
New feed line,	880 10		
Engine room, leased line,	12,762 17		
Line, leased line,	27,439 17		
Line, leased track,	145,673 65		
Betterment, East Harrisburg track,	6,453 14		
Base ball grounds,	865 68		
Paxtang extension,	4,198 54		
Supplies,	3,849 68		
Oil house,	60 23		
New car house,	603 01		
Grantville extension,	4,351 20		
New office,	223 08		
Bills receivable,	2,801 66		
Total,	\$638,875 06	Total,	\$638,875 06

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year:

January 1, 1893, 5 per cent. dividend on \$350,000.00,	\$17,500 00
July 1, 1893, 5 per cent. dividend, on \$350,000.00,	17,500 00
	\$35,000 00
Paid in dividends, cash,	\$35,000 00
Paid to sinking fund,	35,000 00

Surplus invested as follows:

Material, fuel and stores,	\$21,606 05
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The amount \$21,606.05, was expended in repairs to track on our leased line, Harrisburg City Passenger Railway Company, leaving no surplus, and we had none at the commencement of the year. Our prolonged litigation with the city and the final settlement wiped out all of our surplus.

IMPORTANT CHANGES DURING THE YEAR.

January 1, 1893, the lease of the Middletown, Highspire and Steelton Railway Company went into effect, and in the early spring the Allison's Hill line was extended from 21st and Derry street to Paxtang. The road was also extended from 13th street running out Walnut to 18th St., out 18th St., to State, out State to the city limits. It is the intention to extend this branch to Penbrook and Progress.

EAST READING RAILROAD COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	A. J. Brumbach,	Reading, Pa.
Vice President,	J. G. Leinba h,	do.
Secretary,	Mablon Shaaber,	do.
Treasurer,	I. W. Levan,	do.
General Superintendent,	Mahlon Shaaber,	do.

DIRECTORS.

NAMES.		RESIDENCES.	
J. G. Ieinbach,	Reading, Pa.	J. A. Strochecker,	Reading, Pa.
Wm. R. McIlvain,	do.	Frank P. Esterly,	do.
John H. Printz,	do.	A. H. Fegely,	do.
Geo. W. Bard,	do.		

Date of annual meeting for election of directors: Second Monday in January of each year.
Title of company: East Reading Railroad Company.
By whom is the road operated: East Reading Railroad Company.
General offices of the company at Reading, Pa.
For information relating to this report, address A. H. Fegly, Reading, Pa.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized August, 1888. Built from East Reading to Black Bear, thence to Ninth and Penn streets, Reading, Pa. Commenced operation November 27, 1888.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: From Ninth and Penn streets to Chestnut, to Tenth, to Muhlenberg, to Fourteenth, to Fairview avenue, to Woodvale, to Black Bear, with branch leading from Woodvale to Stony Creek Mills, in Alsace township.

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 05
Tickets in book form sold for fifteen rides for,	50

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	\$53,636 23	Capital stock,	\$100,000 00
Equipment,	47,682 65	Passenger receipts (four months),	4,032 19
Operating (four months),	3,902 83	Profit and loss,	4,094 08
Cash,	154 36	Bills payable,	3,100 00
Real estate,	4,800 00		
Expense (four months),	1,550 15		
Total,	\$111,226 27	Total,	\$111,226 27

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: January, 1893, 2 per cent. on \$100,000.00.	
Paid in dividends,	\$2,000 00

IMPORTANT CHANGES DURING THE YEAR.

May 1st transferred all the stock to East Reading Electric Railroad Company, and the same leased to Reading Traction Company for a term of ninety-nine years.

EASTON TRANSIT COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Warren A. Wilbur,	S. Bethlehem, Pa.
Secretary,	A. D. Chidsey,	Easton, Pa.
Treasurer,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
W. A. Wilbur,	Bethlehem, Pa.	Howard Rinek,	Easton, Pa.
J. D. Broadhead,	Bethlehem, Pa.	I. V. Buel,	do.
F. H. Knight,	Easton, Pa.	A. D. Chidsey,	do.
J. S. Rodenbough,	Easton, Pa.		

Date of annual meeting for election of directors: Second Tuesday in January of each year.

Title of company: Easton Transit Company.

By whom is the road operated: Easton Transit Company.

General offices of the company at Easton, Pa.

For information relating to this report, address A. D. Chidsey, secretary, Easton, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Original companies: The Easton, South Easton Passenger Railway Company, The West End Passenger Railway Company.

Date: Easton and South Easton chartered March 27, 1866; West End, May 5, 1871.

Easton and South Easton reorganized May 4, 1886. Same name.

West End reorganized September 2, 1884. Name, The West End Passenger Railway Company.

These two companies merged and consolidated June 1, 1866, under name of Easton, South Easton and West End Passenger Railroad Company.

Centre Square and Delaware Bridge Railroad Company incorporated May 5, 1871.

This company merged with Easton, South Easton and West End Company, June 30, 1892, and called the Easton Transit Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Beginning at the Forest House, Palmer township, through Butler to Sixteenth, through Sixteenth to Washington street, Washington to Walnut, Walnut to Northampton, Northampton to Centre Square; also from Forest House, Palmer township, through Seventeenth to Northampton, Northampton to Centre Square, from Centre Square to Third street, through South Third street to Canal street and South Easton, through Canal street to Iron street, Iron street to Mauch Chunk street, Mauch Chunk street to Glendon avenue, Glendon avenue to Berwick, Berwick to Fifth, thence to Nesquehoning, thence to Fourth street. Connects with Phillipsburg, N. J., Horse Car Company, at Northampton and Delaware Bridge. Connects with Pennsylvania Motor Company at Centre Square and North Third street.

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 05
Tickets in packages of one hundred, sold for,	5 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road and construction, . . .	\$284,635 61	Capital stock,	\$155,000 00
Equipment,	60,169 76	Bills payable,	58,238 61
Real estate,	11,760 42	Loan account	22,500 00
Penn Motor Company, construction, .	13,438 55	Funded debt	152,500 00
Penn Motor Company, lease,	5,000 00	Profit and loss,	7,532 18
Supplies,	497 50		
Commission, account bonds,	13,292 45		
Cash,	6,976 50		
Total,	\$395,770 79	Total,	\$395,770 79

IMPORTANT CHANGES DURING THE YEAR.

March 15, 1893, the Easton Transit Company leased the Pennsylvania Motor Company and rebuilt it and have operated it the last three months.

The Easton Transit Company control the operations of the Phillipsburg, (New Jersey), Horse Car Company, and connect with it at the Delaware Bridge.

The Easton Transit Company operated their road with horses the first six months of the year. The horses are now sold and the road is operated by electricity. Construction work has been going on the past year.

EMPIRE PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	James McManes,	Philadelphia.
Secretary,	D. W. Dickson,	do.
Treasurer,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Thomas Dolan,	Philadelphia.	George W. Elkins,	Philadelphia.
Wm. L. Elkins,	do.	George D. Widener,	do.
Peter A. B. Widener,	do.		

Date of annual meeting for election of directors: Second Monday in January of each year.
Title of company: Empire Passenger Railway Company.
By whom is the road operated: Philadelphia Traction Company.
General offices of the company at North West Corner Forty-first and Haverford streets.
For information relating to this report, address D. W. Dickson, treasurer.
What kind of power is used for propelling the cars on your road: Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of original charter February 10, 1869.
Leased to Citizens' Passenger Railway Company and Seventeenth and Nineteenth streets Passenger Railway Company, jointly December 26, 1873.
Interest of Seventeenth and Nineteenth Streets Passenger Railway Company, transferred to Continental Passenger Railway Company; interest of Continental Passenger Railway Company, transferred to Union Passenger Railway Company; interest of Citizens' Passenger Railway Company, transferred to Union Passenger Railway Company; interest of Union Passenger Railway Company, transferred to Philadelphia Traction Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Depot Seventeenth and Berks streets, starting at Fifteenth and Cumberland; on Fifteenth to Susquehanna avenue, to Twelfth street, to Snyder avenue, to Sixteenth street, to Cumberland avenue, to Fifteenth street.

GENERAL BALANCE SHEET.

DR.		CR.	
Cash,	\$63,078 42	Profit and loss,	\$239,003 58
Construction and equipment,	929,880 71	Capital stock,	600,000 00
Real estate,	46,044 45	Bonds,	200,000 00
Total,	\$1,039,003 58	Total,	\$1,039,003 58

ERIE CITY PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Wm. W. Reed,	Erie, Pa.
Secretary,	J. L. Sternberg,	do.
Treasurer,	Wm. Spencer,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
A. H. Caughey,	Erie, Pa.	George P. Griffith,	Erie, Pa.
Louis Streuber,	do.	E. W. Reed,	do.
C. M. Conrad,	do.	Charles Fallis,	do.
S. A. Davenport,	do.		

Date of annual meeting for election of directors: First Monday in May.

Title of company: Erie City Passenger Railway Company.

By whom is the road operated: Erie Electric Motor Company.

General offices of the company at Erie, Pa.

For information relating to this report, address J. L. Sternberg, secretary, Erie, Pa.

What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter, March 1, 1867.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: For full details of this road, reference is respectfully made to the report of the Erie Electric Motor Company, by whom this road is operated under lease.

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	\$125,000 00	Capital stock,	\$100,000 00
		Bonded debt,	25,000 00
Total,	\$125,000 00	Total,	\$125,000 00

ERIE ELECTRIC MOTOR COMPANY, LESSEE OF THE ERIE CITY PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	J. S. Casement,	Painesville, Ohio.
Vice President,	John C. Brady,	Erie, Pa.
Secretary,	J. L. Sternberg,	Erie, Pa.
Treasurer,	Jacob F. Pfetich,	Erie, Pa.
General Manager,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
J. S. Casement,	Painesville, Ohio.	Wm. W. Reed,	Erie, Pa.
S. T. Everett,	Cleveland, Ohio.	J. L. Sternberg,	do.
John C. Brady,	Erie, Pa.		

Date of annual meeting for election of directors: Third Tuesday in January.

Title of company: Erie Electric Motor Company.

By whom is the road operated: Erie Electric Motor Company.

General offices of the company at Erie, Pa.

For information relating to this report, address J. L. Sternberg, secretary and treasurer, Erie, Pa.

What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered October 8, 1888.

During the year 1888, the Erie Electric Motor Company secured the controlling interest in the Erie City Passenger Railway Company, and leased its lines, franchises, rights, etc., for a period of 999 years.

The Edison system of electrical propulsion has been substituted for horse power.

The entire plant has been reconstructed in a substantial manner, and all equipments removed and replaced with the best.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Beginning at Public dock, south through State street to Twelfth street; thence west to Peach street, south through Peach street to Twenty-sixth street, west on Twenty-sixth street to Liberty street.

Fourth Street Line—West from State through Fourth street to Cascade street.

Sixth Street Line—East from State through Sixth street to East avenue.

Eighth Street Line—West from State, through Eighth street to Cranberry street (city limits), continuing along Lake road in Mill Creek township, to Massasaugua Point, at head of Presque Isle Bay.

Eleventh Street Line—East through Eleventh street to Pennsylvania avenue.

East Eighteenth Street Line—South from Second street, through State street to Eighteenth street; thence East on Eighteenth street to East avenue.

West Eighteenth Street Line—South from Second street, through State to Eighteenth street; thence west to Cascade street.

East Twenty-sixth Street Line—East from State street at Eighteenth street, to French street; thence south to Twenty-sixth street, east through Twenty-sixth street to East avenue.

Twelfth Street Line—West from State street through Twelfth street to Cranberry street.

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 05
Tickets in packages of twenty-five, sold for,	1 00
Tickets in packages of twelve, sold for,	50
Tickets in packages of six, sold for,	25

GENERAL BALANCE SHEET.

DR.		CR.	
Real estate,	\$70,193 90	Capital stock,	\$700,000 00
Stock investments,	300,000 00	Bonded debt, first mortgage,	200,000 00
Furniture and fixtures,	599 00	Bonded debt, second mortgage,	150,000 00
Construction,	505,488 63	Bills payable,	84,175 00
Equipment,	313,478 85	Accounts payable,	1,871 54
		Profit and loss,	53,713 84
Total,	\$1,189,760 33	Total,	\$1,189,760 33

STOCK AND DIVIDENDS.

Balance for the year, or surplus,	\$13,335 14
Surplus at commencement of the year,	40,378 70
Total surplus,	\$53,713 84

FEDERAL STREET AND PLEASANT VALLEY PASSENGER RAILWAY COMPANY.*

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President and General Manager,	D. F. Henry,	Allegheny, Pa.
Secretary,	Wm. H. Graham,	do.
Treasurer,	R. F. Ramsey,	do.
General Superintendent,	Wm. M. Ramsey,	do.

*The accounts, receipts and expenditures of the Perry Street, Troy Hill, Allegheny Street, and Allegheny and Bellevue Passenger Railway Companies for the year ending June 30, 1893, are included in this report, these roads being the extensions of the different divisions of the Federal Street and Pleasant Valley system.

DIRECTORS.

NAMES.		RESIDENCES.	
James Andrews,	Allegheny, Pa.	O. P. Scaife,	Allegheny, Pa.
R. H. King,	do.	Samuel C. Grier,	do.
James Hunter,	do.	Wm. T. Lindsey,	do.
Wm. H. Graham,	do.		

Date of annual meeting for election of directors: Second Tuesday in January.
Title of company: Federal Street and Pleasant Valley Passenger Railway Company.
By whom is the road operated: By the above named corporation.
With what other companies consolidated: People's Park, Observatory Hill, Perry Street, Troy Hill, Allegheny Street, Allegheny and Bellevue Passenger Railway Companies.
Date of consolidation: People's Park, and Observatory Hill, July 12., 1889. Other named corporations, April 19, 1892.
General offices of the company at No. 42 Sixth avenue, Pittsburg, Pa.
For information relating to this report, address R. F. Ramsey, treasurer, No. 42 Sixth avenue, Pittsburg, Pa.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Federal Street and Pleasant Valley, chartered March, 1868, completed about October 15, 1868.
Peoples' Park, chartered December 9, 1881, completed, July 5, 1882.
Observatory Hill, chartered June 7, 1886, completed January 1, 1887.
Perry Street, chartered, 1890, completed May 30, 1891.
Troy Hill chartered, 1890, completed May 30, 1891.
Allegheny Street, chartered, 1890, completed about October 1, 1892.
Allegheny and Bellevue, chartered, 1890, completed about April 1, 1893.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Irwin Avenue division (main line)—From car-house, Charles street, Allegheny, to Taggart, to Brighton, to West End, to Fremont, to Jackson, to Monterey, to North avenue, to Federal, to Ohio, to Sandusky, to Lacock, to Anderson, to Ninth street bridge, across bridge, to Duquesne Way, Pittsburg, to Seventh, to Sixth avenue, to Central Station.
California Avenue Division—From station at West Bellevue borough line, California avenue, to Sedgwick, to Washington avenue, to Fremont street, connect with main line to Central station.
Perrysville Avenue Division—From station on Perrysville avenue, near city line, to Federal street, to North avenue, connect with main line to Central station.
Madison Avenue Division—From car-house on East street, to North avenue, to Sandusky, to Ohio, to Union avenue, to Church avenue, to Anderson street, to bridge, across bridge, to Ninth, to Liberty, to Seventh avenue, to Smithfield street, to Fifth avenue station.
Mount Troy Division—From car-house on Lowrie street, to Gardiner street, to Troy Hill road, to Williams street, to Green, to Second, to East, to North avenue, connect with Madison avenue division, to Fifth avenue station.

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 05
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GENERAL BALANCE SHEET.

DR.		CR.	
Property account,	\$990,054 50	Capital stock,	\$1,400,000 00
Construction,	1,098,811 22	Bonds,	1,250,000 00
Equipment,	521,746 95	Car house mortgage,	15,000 00
Cash,	9,477 15	Account payable,	34 25
Car house property,	30,000 00	Surplus,	26,116 28
Accounts receivable,	40,560 71		
Office cash,	500 00		
Total,	\$2,691,150 53	Total,	\$2,691,150 53

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July, 1892, 3 per cent. on \$1,400,000.00; January, 1893, 3 per cent. on \$1,400,000.00.

Paid in dividends, cash,	\$84,000 00
Balance for the year or surplus,	\$30,127 46
Surplus at commencement of the year,	79,988 82
Total surplus,	\$26,116 28
Surplus invested as follows:	
Cash and loans,	\$9,477 15
Balance of accounts due company,	12,859 66
Office charge,	500 00
Other items,	3,279 47

FORT PITT INCLINED PLANE RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	William Flinn,	Pittsburg,
Secretary,	S. H. French,	do.
Treasurer,	F. L. Stephenson,	do.

DIRECTORS.

NAME.	RESIDENCES.	NAMES.	RESIDENCES.
William Flinn,	Pittsburg.	F. L. Stephenson, . . .	Pittsburg.
George I. Whitney, . . .	do.	S. H. French,	125 Fourth avenue, Pittsburg.
James J. Booth,	do.		

Title of company: Fort Pitt Inclined Plane Company.

By whom is the road operated: The Fort Pitt Inclined Plane Company.

Date of consolidation: June 6, 1881.

General offices of the company at No. 125 Fourth avenue, Pittsburg, Pa.

For information relating to this report, address S. H. French, secretary.

What kind of power is used for propelling the cars on your road: Steam.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter: June 6, 1881.

Name: Fort Pitt Inclined Plane Company.

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 05
Tickets in packages of fifty, sold for,	75
Family tickets, fifty trips,	1 00

GENERAL BALANCE SHEET.

DR.		CR.	
Coupons,	\$1,800 00	Cash from conductors,	\$7,215 85
Real estate,	588 40	S. H. French, due him on loan, . .	120 00
Lease,	100 00	Loss and gain,	8,368 32
Oil,	44 16	Notes, bills payable,	900 00
Taxes,	226 59	Stock,	60,000 00
Discount,	48 25	Bonds,	30,000 00
Construction account,	8,468 97		
Expense,	132 61		
S. H. French, salary,	300 00		
Gas for fuel light,	715 00		
Hands,	4,120 85		
Cash on hand,	59 34		
Construction,	90,000 00		
Total,	\$106,604 17	Total,	\$106,604 17

FRANKFORD AND SOUTHWARK PHILADELPHIA CITY
PASSENGER RAILROAD COMPANY.

OFFICERS.

TITLE.	NAME.	RESIDENCES.
President,	Jeremiah J. Sullivan,	Philadelphia, Pa.
Vice President,	George S. Gandy,	do.
Secretary,	Thomas S. Harris,	do.
Treasurer,	R. C. Brewster,	do.
General Superintendent,	W. H. Janney,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Alfred Smith,	Philadelphia, Pa.	Moses W. Lipper,	Philadelphia, Pa.
John Noblit,	do.	Charles E. Ellis,	Philadelphia, Pa.
Edgar Fries,	do.	Horace Geiger,	Philadelphia, Pa.
James H. Gay,	do.	Horace T. Potts,	Philadelphia, Pa.
Charles S. Lincoln,	do.	Alexander M. Fox,	Philadelphia, Pa.
Frank Weekerly,	do.	Thomas McClary,	Wilmington, Del.

Date of annual meeting for election of directors: Second Monday in January.
Title of company: The Frankford and Southwark Philadelphia City Passenger Railroad Company.
By whom is the road operated: By the company.
General offices of the company at 2501 Kensington avenue, Philadelphia, Pa.
For information relating to this report, address R. C. Brewster, treasurer, 2501 Kensington avenue, Philadelphia, Pa.
What kind of power is used for propelling the cars on your road: Steam and horse power.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated under name of The Philadelphia and Delaware River Railroad Company, April 4, 1854.
Title changed by Act of Assembly, April 9, 1858, to the Frankford and Southwark Philadelphia City Passenger Railroad Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: From Kensington avenue and Cumberland street along Kensington avenue to Frankford avenue, along Frankford avenue to Arrot street (this is a double track); From same starting point, along Kensington avenue to Front street, along Front to Berks, to Fifth street (this far a double track), along Berks to Sixth, down

Sixth from Lehigh avenue to Jackson street, Jackson to Fifth, Fifth to Rising Sun Lane; double track on Lehigh avenue, from Kensington avenue to Fifth street, and single track from Fifth to Sixth street, single track on Powell from Fifth to Sixth. Single track on Cumberland street and Letterly street, for about 200 feet each, connecting car-house with Kensington avenue. Single track on Cumberland street from Kensington avenue to Sixth street, and on Huntingdon street from Sixth street to Kensington avenue.

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 05
Exchange tickets,	08

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	\$762,223 01	Capital,	\$1,500,000 00
Equipment,	489,761 41	Bills payable,	45,500 00
Investment,	303,000 00	Profit and loss,	262,502 94
Book account,	74,283 43		
Cash,	178,730 09		
Total,	\$1,808,002 94	Total,	\$1,808,002 94

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July, 1892, 5 per cent.; October, 1892, 5 per cent.; January, 1893, 5 per cent.; April, 1893, 5 per cent.

Paid in dividends, cash, \$250,000 00

IMPORTANT CHANGES DURING THE YEAR.

This report includes the receipts and disbursements of the Citizens' Line.

In March last we leased the Second and Third street Line, but their accounts have been kept entirely separate from this company, and their report to June 30, 1893, will be made by itself.

In April by agreement with the Lombard and South Street Line, we commenced merging their line into ours, but as the merger was not entirely completed by June 30, and as their accounts have been kept separate, their report will also be made by itself.

The Lombard and South Street Line is now out of existence.

On the 1st of July, this line together with its leased lines, viz: (Citizens' and Second and Third street), were leased to "The Electric Traction Company of Philadelphia, for 999 years, and hereafter their report will be included in the report of that company.

GERMANTOWN PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Collins W. Walton,	Philadelphia, Pa.
Secretary,	Joseph Koch,	do.
Treasurer,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Collins W. Walton,	Philadelphia, Pa.	William Dulles,	Philadelphia, Pa.
Meyer Siedenbach,	do.	Samuel H. Jarden,	do.
Clarence B. Moore,	do.	Martin V. Burton,	do.

Date of annual meeting for election of directors: Second Monday in June.

Title of company: Germantown Passenger Railway Company.

By whom is the road operated: People's Passenger Railway Company.

General offices of the company at 544 Drexel Building, Philadelphia.

What kind of power is used for propelling the cars on your road: Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Germantown Passenger Railway is leased to the Peoples' Passenger Railway Company of Philadelphia, for 999 years, from October 1, 1881, at an annual rental of \$135,000.00. Lessee pays in addition to rental all interest on bonds, taxes and running expenses.

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and equipment as per old books kept in one account, .	\$950,782 56	Capital stock,	\$572,800 00
Cash,	49 95	First mortgage bonds,	67,500 00
Sinking fund in hands Guarantee S. I. and D. Co., trustees,	69,344 28	Second mortgage bonds,	160,000 00
Unclaimed dividends in hands Guarantee S. I. and D. Co., trustees, cash,	310 87	Unclaimed dividends,	310 87
Total,	\$1,040,487 66	Profit and loss,	150,532 51
		Amount to credit sinking fund of mortgage bonds,	69,344 28
		Total,	\$1,020,487 66

By the terms of the lease, the rental is paid to the Guarantee Trust Company, and by them converted into dividends and paid by them. Likewise the interest upon both issue of bonds, and the same provision extends to the sinking fund of bonds and in hands of said Guarantee Safe Deposit Insurance and Trust Company.

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July, 1892, 2 1-4 per cent.; October, 1892, 2 1-4 per cent.; January, 1893, 2 1-4 per cent.; April, 1893, 2 1-4 per cent.	
Paid in dividends, cash,	\$135,000 00
Paid to sinking fund, first and second mortgage bonds,	\$69,344 28
Surplus invested as follows:	
Cash on hand,	\$49 95

GREEN AND COATES STREETS PHILADELPHIA RALWAY COMPANY.

OFFICERS.

TITLE.	NAME.	RESIDENCES.
President,	Moses A. Dropsie,	Philadelphia.
Secretary,	Lewis S. Renshaw,	do.
Treasurer,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
James McManes,	Philadelphia.	Meyer Siedenbach,	Philadelphia.
Phineas Fries,	do.	Mayer Troutman,	do.
William Dulles,	do.	Joseph Koch,	do.
Charles J. Walton,	do.	Martin V. Burton,	do.
James F. Sullivan,	do.	Benjamin F. Hart,	do.
Oliver Hopkinson,	do.	Samuel H. Jardeu,	do.

Date of annual meeting for election of directors: Second Monday in January.
Title of company: Green and Coates Streets Philadelphia Passenger Railway Company.
By whom is the road operated: People's Passenger Railway Company.
General offices of the company at 1001 Chestnut street, Philadelphia.
What kind of power is used for propelling the cars on your road: Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Green and Coates Streets Philadelphia Passenger Railway was leased to the People's Passenger Railway Company for the term of 999 years, from September 1, 1881, for rental of \$60,000.00 per annum.

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and equipment,	\$258,181 43	Capital stock,	\$150,000 00
Real Estate,	64,285 19	Bonds,	100,000 00
Cash,	4,865 84	Ground rent and mortgage,	21,916 68
		Profit and loss,	55,415 78
Total,	\$327,332 46	Total,	\$327,332 46

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 7, 1892, 3 per cent., \$15,000.00; October 7, 1892, 3 per cent., \$15,000.00; January 7, 1893, 3 per cent.; April 7, 1893, 3 per cent., \$15,000.00.

Paid in dividends, cash, \$60,000 00

GREENSBURG AND HEMPFIELD ELECTRIC STREET
PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	John Kuhns,	Greensburg, Pa.
Secretary,	James E. Keenan,	do.
Treasurer,	William A. Huff,	do.
General Manager,	F. Y. Clopper,	do.
General Superintendent,	R. C. Reamer,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
F. Y. Clopper,	Greensburg, Pa.	George F. Huff,	Greensburg, Pa.
John Kuhns,	do.	Thomas Donohoe,	do.
R. S. Jamison,	do.		

Date of annual meeting for election of directors: Second Monday in January of each year

Title of company: The Greensburg and Hempfield Electric Street Railway Company.

By whom is the road operated: By the above named company.

With what other companies consolidated: Greensburg and Suburban Street Railway Company.

Date of consolidation: With Greensburg and Suburban Street Railway Company, June 27, 1890; with Greensburg Street Railway Company, May 13, 1890.

General offices of the company at Greensburg, Pa., in Huff Building.

For information relating to this report, address James E. Keenan, secretary.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Greensburg and Hempfield Electric Street Railway Company was granted a charter by the Commonwealth of Pennsylvania, on the 27th day of September, 1889, and said company was organized September 29, 1889, at which time the books were opened for subscriptions to the capital stock of said company. The stock subscribed and paid up was 1,185 shares at \$50.00 per share, amounting to \$59,250.00. The contract for constructing the road was made May 1, 1890, and finished and fully equipped and turned over to the company on the 20th day of October, 1890.

Said road was extended during the summer of 1891, from a point on the Huff road to Huff's station, on the S. W. P. R. R., a distance of one-tenth mile.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: The line of the Greensburg and Hempfield Electric Street Railway, starts at a point near the Greensburg Passenger station at the Southern right of way of the Pennsylvania Railroad, on Pennsylvania avenue, running south on said avenue to West Otterman street, east on West Otterman street to Main street, south on Main street to West Pittsburg street, west on West Pittsburg street to West Newton road, south-west on West Newton road through the borough of Bunker Hill to Alexander street, south on Alexander street to Stanton street, west on Stanton street to Greene street, south on Greene street and through South West Greensburg, borough to Huff road, south west on Huff road to Huff avenue, thence extended south on Huff avenue to Huff station on S. W. P. R. R.

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 05
Tickets in packages of twenty-one sold to June 1, 1893, for,	1 00
Tickets in packages of twenty-four sold after June 1, 1893, for,	1 00

GENERAL BALANCE SHEET.

DR.		CR.	
Construction of road, equipment and real estate for which stock and bonds were issued,	\$118,500 00	Capital stock,	\$59,250 00
Park improvement,	1,276 12	Funded debt,	59,250 00
Road extension and plant improvement,	3,571 05	Unfunded debt,	11,312 77
Materials on hand,	1,941 50	Interest due on bonds,	3,555 00
Cash on hand and accounts receivable,	1,060 24	Interest due on park mortgage, ..	520 00
Deficit,	7,538 86		
Total,	\$133,887 77	Total,	\$133,887 77

GREENFIELD AVENUE PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	James D. Callery,	Highland avenue, Pittsburg.
Secretary,	John C. Reilly,	Oakland, Pittsburg.
Treasurer,	John W. Taylor,	Evaline avenue, Pittsburg.
General Manager,	Wm. J. Burus,	Hotel Kenmawr, Pittsburg.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
James D. Callery, .	Highland avenue, Pittsburg.	Wm. V. Callery, .	Highland avenue, Pittsburg.
John C. Reilly, .	Oakland, Pittsburg.	John W. Taylor, .	Evaline avenue, Pittsburg.
Wm. J. Burus, .	Hotel Kenmawr, Pittsburg.		

Title of company: The Greenfield Avenue Railway Company.

By whom is the road operated: The Greenfield Avenue Railroad Company.

General offices of the company at Glenwood, Twenty-third ward, Pittsburg, Pa.

For information relating to this report, address John W. Taylor, 548 Smithfield street, Pittsburg, Pa.

What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered July 1, 1890.

Began constructing road in September, 1891. Cars began running June 18, 1892.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Beginning at intersection of Greenfield avenue and Second avenue; thence along Greenfield avenue to Lytle avenue.

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	\$12,800 00	Capital stock,	\$6,000 00
		Unfunded debt,	6,800 00
Total,	\$12,800 00	Total,	\$12,800 00

HARRISBURG CITY PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Henry A. Kelker,	Harrisburg, Pa.
Vice-President,	George R. Fleming,	do.
Secretary,	Alex. Roberts,	do.
Treasurer,	Wm. L. Gorgas,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
J. G. M. Bay,	Harrisburg, Pa.	Harris Cohen,	Harrisburg, Pa.
George Rohrer,	do.	Dr. S. R. Gorgas,	Harrisburg, Pa.
J. T. Ensminger,	do.	Adner C. McKee,	Harrisburg, Pa.
Edward Bailey,	do.	E. C. Felton,	Steelton, Pa.
Henry M. Kelley,	do.		

Date of annual meeting for election of directors: First Monday of May.

Title of company: The Harrisburg City Passenger Railway Company.

By whom is the road operated: The East Harrisburg Passenger Railway Company.

General offices of the company at Harrisburg, Pa.

For information relating to this report, address Wm. L. Gorgas, Harrisburg, Pa.

What kind of power is used for propelling the cars on your road: Electricity by the lessee.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated by Act of Assembly of Pennsylvania, in 1861, see pamphlet laws (appendix of 1865, pages 871, 872), Act approved May 1, 1861.

By Act of Assembly approved April 1, 1873, authority was given to sell the road and make a deed to the purchaser or purchasers thereof and granting to them, their heirs and assigns, all the privileges, rights and immunities authorized by the original Act of incorporation, and said purchasers incorporated under the name of The Harrisburg City Passenger Railway Company.

Note—In the Act of 1873, as published in the pamphlet laws of that year, the purchasers are said to be styled "The Harrisburg City Passenger Railroad Company," which is a misprint. By reference to the manuscript laws in the State Department, it will be found that the corporate title is The Harrisburg City Passenger Railway Company.

After the reorganization of the company the tracks were extended from time to time, until they cover the streets and roads described.

On May 1, 1891, The East Harrisburg Passenger Railway Company, leased for the term of ninety-nine years, the road bed and property and franchises of the Harrisburg City Passenger Railway Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Commencing at Race and Hanna streets, up Race to Vine, on Vine to Second, up Second to Chestnut, out Chestnut to Fourth street, to Market, from Second to Reily, out Reily to Sixth street. From Market and Pennsylvania Railroad Company, up Market to Second, to Walnut, to Third, and up Third to Delaware avenue. From Market and Fourth up Fourth and Sixth streets to Maclay street.

From Race street over Dock street bridge to Ninth street, down Ninth to Hemlock street, and out Hemlock street to Eleventh street.

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	\$94,743 07	Capital stock,	\$125,000 00
Equipment,	72,220 86	Balance,	50,468 60
Cash on hand June 30, 1893,	8,504 67		
Total,	\$175,468 60	Total,	\$175,468 60

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue: May 12, 1891, issued \$25,000.00 stock to stockholders in pursuance of a vote of the stockholders on that date.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 27, 1892, dividend 6 per cent, \$7,500.00; January 3, 1893, dividend 6 per cent., \$7,500.00.

Balance cash, June 30, 1892, \$8,504 67

HESTONVILLE, MANTUA AND FAIRMOUNT PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Johns Hopkins,	Philadelphia, Pa.
Vice President,	Isaac Blum,	do.
Secretary,	W. R. Benson,	do.
Treasurer,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Isaac Blum,	Philadelphia, Pa.	Ferdinand Marks,	Philadelphia, Pa.
Simon J. Martin,	do.	Joshua R. Jones,	do.
Charles Henry,	do.		

Date of annual meeting for election of directors: Second Monday in January.

Title of company: Hestonville, Mantua and Fairmount Passenger Railway Company.

By whom is the road operated: Hestonville, Mantua and Fairmount Passenger Railroad Company.

With what other companies consolidated: Fairmount and Arch street Passenger Railroad Company and Fairmount Passenger Railroad Company.

Date of consolidation: December 29, 1864 and February 15, 1865.

General offices of the company at 4300 Lancaster avenue, Philadelphia.

For information relating to this report, address the president or treasurer.

What kind of power is used for propelling the cars on your road: Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated by Act of Assembly, approved April 6, 1859, and consolidated with the Fairmount and Arch Street Passenger Railway Company and the Fairmount Passenger Railway Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Arch street, Main line—Down Belmont avenue from Elm avenue to Lancaster avenue, to Haverford street, to Thirty-third street, to Spring Garden, to Callowhill street, Bridge to Spring Garden street, to Twentieth street, to Arch street, to Second street, up Arch street to Twenty-first street, to Callowhill street, to Twenty-third, to Spring Garden street, to Lancaster avenue, to Belmont avenue, to Elm avenue.

Hestonville branch—Up Lancaster avenue to Fifty-second street to George's Hill; return same route to depot, 4300 Lancaster avenue.

Race and Vine Street—Down Biddle to Twenty-fifth street, to Hamilton street, to Twenty-second street, to Race street, to Second street, to Walnut street, to Dock street, to Third street, to Vine street, to Twenty-third street, to Callowhill street, to depot, to Twenty-sixth and Callowhill street.

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 05
Exehange tickets,	08

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	\$410,738 26	Capital stock,	\$299,381 36
Equipment,	150,161 64	Hestonville first mort- gage bonds,	\$300,000 00
Real estate,	319,336 74	Hestonville second mort- gage bonds,	75,000 00
Real estate sales,	14,147 90	Race and Vine street first mortgage bonds, .	124,500 00
Sundry accounts,	987 33	Bonds, morgages and ground rents,	499,500 00
Cash,	6,023 23	Sundry accounts,	85,599 99
		Profit and loss,	1,775 00
			15,138 75
Total,	\$901,395 10	Total,	\$901,395 10

JOHNSTOWN PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Tom. L. Johnson,	Cleveland, Ohio.
Vice President,	Jno. B. Hoefgen,	Johnstown, Pa.
Secretary,	S. E. Young,	Johnstown, Pa.
Treasurer,	B. L. Yeagley,	Johnstown, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Tom. L. Johnson,	Cleveland, Ohio.	Alex. Kennedy,	Johnstown, Pa.
Jno. B. Hoefgen,	Johnstown, Pa.	Herman Baunier,	do.
A. J. Moxham,	Johnstown, Pa.	B. L. Yeagley,	do.

Title of company: Johnstown Passenger Railway Company.
By whom is the road operated: Johnstown Passenger Railway Company.
General offices of the company at Central avenue, Johnstown, Pa.
For information relating to this report, address John B. Hoefgen, vice president.
What kind of power is used for propelling the ears on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter granted May 8, 1882.
Road destroyed by flood May 31, 1889. Rebuilt in 1890 and 1891.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Central avenue, Valley Pike, Morris street, Franklin street, Main street, Walnut street, Market street, Washington street, Iron street, Front street, Broad street, Fairfield road, River street, Clinton street, Centre street, Railroad street, First street, Maple avenue. Have no connections with other roads.

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 05
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GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	\$186,231 00	Capital stock,	\$174,500 00
Equipment,	157,700 66	Funded debt,	250,000 00
Real estate,	31,263 50	Unfunded debt,	33,181 49
Flood loss,	82,729 16	Receipts,	52,456 61
Fire loss,	16,419 92	Profit and loss,	29,264 80
Interest,	8,262 00		
Bills receivable,	3,145 00		
Operating expenses,	26,466 16		
Dividends,	8,250 00		
Cash,	18,935 50		
Total,	\$539,402 90	Total,	\$539,402 90

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 1, 1892, 6 per cent.; January 1, 1893, 6 per cent.

Paid in dividends, cash, \$16,467 00

IMPORTANT CHANGES DURING THE YEAR.

Car-house, shops, office and twenty-five cars destroyed by fire, March 11, 1893.

Loss, \$67,000.00. Insurance recovered, \$41,000.00.

KESSLER STREET CONNECTING PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES..
President,	George D. Widener,	Philadelphia.
Secretary,	D W. Dickson,	do.
Treasurer,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
George W. Elkins,	Philadelphia.	R. F. Bower,	Philadelphia.
David H. Lane,	do.	John B. Peddie,	do.

Date of annual meeting for election of directors: Second Monday in January of each year.

Title of company: Kessler Street Connecting Passenger Railway Company.

By whom is the road operated: Philadelphia Traction Company.

General offices of the company at North West Corner of Forty-first and Haverford streets.

For information relating to this report, address D. M. Dickson, treasurer.

What kind of power is used for propelling the cars on your road: Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of original charter, May 17, 1892.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Kessler street from Wallace street to Spring Garden street, returning by the same route.

GENERAL BALANCE SHEET.

DR.		CR.	
Cash,	\$164 80	Capital stock,	\$5,000 00
Construction,	5,835 20	Open account,	1,000 00
Total,	\$6,000 00	Total,	\$6,000 00

LANCASTER CITY STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	John A. Coyle,	Lancaster, Pa.
Vice-President,	M. L. Herr,	do.
Secretary to December 1,	J. W. B. Bausman,	do.
Secretary to March 1,	Henry E. Hoffer,	do.
Treasurer to November 5,	Edward McGovern,	do.
Treasurer to March 1,	Henry E. Hoffer,	do.
General Superintendent,	W. A. Armstrong, Jr.,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
John A. Coyle,	Lancaster, Pa.	H. C. Hamer,	Lancaster, Pa.
M. L. Herr,	do.	J. W. B. Bausman,	Lancaster, Pa.
W. M. Franklin,	do.	A. D. Rohrer,	Lancaster, Pa.
J. B. Long,	do.	Edward McGovern,	Lancaster, Pa.
B. J. McGrann,	do.	James Young,	Middletown, Pa.
Michael Reilly,	do.	J. Edward Ackley,	New York.

Date of annual meeting for election of directors: Second Monday in January.

Title of company: Lancaster City Street Railway Company.

By whom is the road operated: Lancaster City Street Railway Company.

With what other companies consolidated: The West End Street Railway Company (merged).

Date of consolidation: January 1, 1893.

General offices of the company at 529 North Prince street, Lancaster, Pa.

For information relating to this report, address Henry E. Hopper, Lancaster, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The charter was granted on November 28, 1883. Capital, \$10,000.00. 5,800 feet was built the following spring, and was opened June 9, 1884; since the road has been increased in length by additions and consolidations with East End Street Railway Company, and on January 1, 1893, with West End Street Railway Company, to a length of nineteen miles, and the capital has been increased to \$600,000.00.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: From Penn Square on North Queen street to James street, from Penn Square on South Queen street to Engleside, from Penn Square on West King to Columbia turnpike, to West End Park; from Penn Square to East King and Philadelphia pike to Conestoga Park; on West James street to College avenue, to Columbia avenue; on Duke street to New, to Prince, to James street; on Walnut street, from Duke to McGrann's Park, on West Chestnut street, from North Queen to Marietta avenue, to Marietta turnpike, to President avenue, to Wheatland avenue, to School Lane, to Columbia turnpike, to Herr's Pond; on Charlotte street, from West Chestnut to Manor, to Millersville pike, to Millersville; on East Chestnut from North Queen to Franklin, to East King.

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 05
Tickets in packages of twenty-five, eight and twelve, sold for,	1 00

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	\$64,306 00	Capital stock,	\$529,350 00
Equipment,	39,708 43	Funded debt,	160,000 00
Material on hand,	5,000 00	Funded debt West End Street Rail-	
Cash on hand,	1,540 27	way Company,	225,000 00
Real estate,	10,000 00	Unfunded debt,	15,000 90
West End Street Railway Company			
securities,	544,350 00		
Profit and loss,	264,445 30		
Total,	\$929,350 00	Total,	\$929,350 00

IMPORTANT CHANGES DURING THE YEAR.

This road was sold to the Lancaster Traction Company in February, 1893, and has been operated by them since March 1, 1893.

LANCASTER TRACTION COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	John C. Hager,	Lancaster, Pa.
Vice President,	M. L. Herr,	do.
Secretary,	Henry E. Hoffer,	do.
Treasurer,	W. A. Armstrong, Jr.,	do.
General Superintendent,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
John C. Hager,	Lancaster, Pa.	A. D. Robrer,	Lancaster, Pa.
John A. Coyle,	do.	M. L. Herr,	Lancaster, Pa.
J. W. B. Bousman,	do.	Edward McGoveru,	Lancaster, Pa.
J. B. Long,	do.	Michael Reilly,	Lancaster, Pa.
W. M. Franklin,	do.	James Young,	Middletown, Pa.
B. J. McGrann,	do.		

Title of company: The Lancaster Traction Company.
By whom is the road operated: The Lancaster Traction Company.
General offices of the company at 529 North Prince street, Lancaster, Pa.
For information relating to this report, address Henry E. Hoffer, Lancaster, Pa.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter granted in February, 1893. The company was organized on March 1, 1893, and purchased the Lancaster City Street Railway and the West End Street Railway Companies on March 28. The Lancaster and Columbia Railway (in course of construction.)

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: From Penn Square on North Queen, to James street; from Penn Square on South Queen, to Engleside; from Penn Square on West King, to Columbia avenue, to Columbia pike, to West End Park; from Penn Square on East King, to Philadelphia turnpike, to Conestoga Park, on West James; from North Queen to College avenue, to Columbia avenue, on Duke street, from East King, to New street, to Prince, to West James street; on Walnut street, from North Queen, to McGrann's Park; on West Chestnut, from North Queen, to Marietta avenue, to School Lane, to Columbia Pike, to Herr's Pond; on East Chestnut, from North Queen, to Franklin, to East King; on Charlotte street, from West Chestnut to Manor, to Millersville turnpike, to Millersville

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 05
Tickets in packages of twenty-five, twelve and eight, sold for,	1 00

IMPORTANT CHANGES DURING THE YEAR.

The real estate, equipment, road bed, franchises, etc., of the Lancaster and Columbia Railway Company, were bought on April 1, 1893.

LEBANON AND ANNVILLE STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAME.	RESIDENCES.
President,	Adolphus Reinoehl,	Lebanon, Pa.
Secretary,	H. H. Light,	do.
Treasurer,	Frank H. Reinoehl,	do.
General Manager,	Jacob M. Shenk,	do.
General Superintendent,	Charles H. Smith,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Jacob M. Shenk,	Lebanon, Pa.	H. H. Light,	Lebanon, Pa.
Lyman Untling,	do.	H. H. Kreider,	Annaville, Pa.
A. Hess,	do.	S. L. Brightbill,	Annaville, Pa.
S. P. Light,	do.	H. C. Harner,	Lancaster, Pa.

Date of annual meeting for election of directors: Second Monday in January.

Title of company: Lebanon and Annville Street Railway Company.

By whom is the road operated: Lebanon and Annville Street Railway Company.

General offices of the company at Lebanon, Pa.

For information relating to this report, address Frank H. Reinoehl, treasurer.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated September 12, 1890.

Owing to injunction proceedings the building of the road was delayed. Partly opened to travel, August 17, 1891. Entirely opened to travel, May 30, 1892.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Starting at a point near Avon, Lebanon county, the road runs west, on the south side of the Berks and Dauphin turnpike to the city limits; then through the city of Lebanon, taking the centre of Cumberland street, from First to Sixteenth streets; then again west on the same side of said turnpike, to the east limits of Annville; then the centre of Main street to the western limit of Annville.

Starting at Eighth and Locust streets in the city of Lebanon, the road runs north, taking the centre of Eighth street, to Maple street; then east on Maple street to New Lebanon cemetery. Starting at First and Lehman streets, taking the centre of Lehman street, the road runs west to Twenty-second street.

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 05
Tickets in packages of twenty-four, sold for,	1 00

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and equipment,	\$193,557 84	Capital stock,	\$100,000 00
Real estate,	6,960 77	Funded debt,	100,000 00
Sundry expenses,	34,891 88	Sundry receipts,	35,793 30
Cash on hand,	382 81		
Total,	\$235,793 30	Total,	\$235,793 30

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: January 9, 1893, dividend No. 1, 6 per cent.

Paid in dividends, cash,	\$5,000 00
Balance for the year, or surplus,	1,392 66

Surplus invested as follows:

Balance of accounts due company,	\$1,392 66
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After certain items were charged off by resolution of the board of directors, January 9, 1893, balance was placed to account undivided profits.

IMPORTANT CHANGES DURING THE YEAR.

A branch of the road was built on Lehman street, this city, from First to Twenty-second street.

LEHIGH AVENUE PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Frank Weckerly,	Philadelphia, Pa.
Vice President,	James F. Sullivan,	do.
Secretary,	R. C. Brewster,	do.
Treasurer,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
E. H. Halts,	Philadelphia, Pa.	John Noblit,	Philadelphia, Pa.
Alfred Smith,	do.	M. W. Lipper,	do.
Edgar Fries,	do.		

Date of annual meeting for election of directors: Second Monday in January.

Title of company: The Lehigh Avenue Railway Company of Philadelphia, Pa.

By whom is the road operated: The Lehigh Avenue Railway Company of Philadelphia, Pa.

General offices of the company at 2501 Kensington avenue, Philadelphia, Pa.

For information relating to this report, address R. C. Brewster, secretary.

What kind of power is used for propelling the cars on your road: Horse power.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated December 18, 1873.

City ordinance granting permission to lay track, December 24, 1886. Construction of track began in 1887. Commenced running cars May 1, 1890.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: On Lehigh avenue from Fifth street to Park avenue, Park avenue to Somerset street, Somerset street and Glenwood avenue to Lehigh avenue, Lehigh avenue to depot on Ridge avenue. Double track, with exception of about 500 feet.

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 05
Exchange tickets,	08

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	\$278,702 47	Capital,	\$399,950 00
Equipment,	14,844 53		
Somerset street property,	6,671 66		
Profit and loss,	48,778 68		
Cash,	50,952 66		
Total,	\$399,950 00	Total,	\$399,950 00

LOMBARD AND SOUTH STREET PASSENGER RAILWAY COMPANY.

Title of company: Lombard and South Street Passenger Railway Company.

By whom is the road operated: Frankford and Southwark Philadelphia City Passenger Railroad Company.

With what other companies consolidated: Frankford and Southwark Philadelphia City Passenger Railroad Company.

Date of consolidation: April 15, 1893.

For information relating to this report, address R. C. Brewster, treasurer, 2501 Kensington avenue.

What kind of power is used for propelling the cars on your road: Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter, May 16, 1861.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Main line—Twenty-fifth and Lombard streets to Front street, to Market street, (track on Dock street to Delaware avenue), returning by way of Front street, to South street, to depot, Twenty-fifth and South street.

Passyunk avenue division—From depot, Thirteenth and Snyder avenue, to Twelfth street, to Dickinson street, to Eighth street, to Christian street, to Fifth street, to Lombard street, to Front street, to South street, to Passyunk avenue, to Juniper street, to Snyder avenue, to depot.

Point Breeze extension—From depot, Thirteenth and Snyder avenue, on Snyder avenue to Passyunk avenue, to Schuylkill river, back, returning by same route to depot.

West Philadelphia division—From Twenty-fifth and South street, to Thirty-eighth and Spruce street, to Elm avenue, via Thirty-eighth street, Lancaster avenue and Forty-first street, returning via Fortieth street, to Spruce street, to depot.

Thirty-third street division—From Thirty-third and Spruce street, to Zoological Garden, via Thirty-third street, to Eadline avenue, to Thirty-fifth street, returning by way of Thirty-fifth and Thirty-sixth streets, to Walnut street, to Thirty-third street, to Spruce street, to depot, Twenty-fifth and South street.

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 05
Exchange tickets,	08
Exchange with Omnibus Company, general,	06

GENERAL BALANCE SHEET.

DR.		CR.	
Cash,	\$383 95	Five per cent. bonds,	\$374,842 50
Construction,	589,537 27	Seven per cent. bonds,	150,000 00
Equipment,	92,298 99	Mortgages and ground rents,	132,100 00
Real estate,	133,178 75	Profit and loss,	19,010 00
Investment account,	155,051 63	Sundry accounts,	242,064 32
			52,433 77
Total,	\$970,450 59	Total,	\$970,450 59

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: October 31, 1892, 6 per cent.
Paid in dividends, cash, \$37,500 00

IMPORTANT CHANGES DURING THE YEAR.

April 15th 1893, the Lombard and South Street Passenger Railway Company, was merged and consolidated with the Frankford and Southwark Philadelphia City Passenger Railroad Company.

MANAYUNK AND ROXBOROUGH INCLINED PLANE AND RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	John N. Hutebinson,	Philadelphia.
Secretary,	Fletcher Pearson,	do.
Treasurer,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Luther S. Bent, . . .	Philadelphia.	William Ring,	Roxborough, Philadelphia.
David E. Williams, .	Philadelphia.	George Martin Brill,	Philadelphia.
Charles J. Walton, .	Roxborough, Philadelphia.	William A. Smith, .	Philadelphia.
James Rawle,	Philadelphia.		

Date of annual meeting for election of directors: Last meeting held February 8, 1893.
Title of company: Manayunk and Roxborough Inclined Plane and Railway Company.
By whom is the road operated: Manayunk and Roxborough Incline Plane and Railway Company.
General offices of the company at Roxborough, Philadelphia.
For information relating to this report, address Fletcher Pearson, secretary, 326 Walnut street, Philadelphia.
What kind of power is used for propelling the cars on your road: Horse power.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The charter was approved April 9, 1873.
The capital stock authorized \$200,000.00. Shares \$25.00 each.
The construction of the road began August 18, 1874, and completed November 19, 1874, at a cost of \$8,100.00 per mile. The total length is five miles and 2,200 feet. The road was formally opened by the directors and invited guests November 21, 1874.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: On Ridge avenue from Wissahickon station of the Norristown branch of the Philadelphia and Reading Railroad, north to Barren Hill, in Montgomery county, to a point about one mile above the county line. This route is divided into two fares.

RATE OF FARE FOR PASSENGERS.

Single fare, \$0 05
Exchange tickets with Philadelphia and Reading Railroad Company.

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	\$60,137 87	Capital,	\$58,475 00
Equipment,	6,000 00	Mortgage on depot,	2,000 00
Real estate,	8,547 36	Temporary loan,	4,500 00
Cash,	179 71	Receipts,	10,228 05
Running expenses,	11,407 88	Surplus due to stockholders,	11,150 37
Philadelphia and Reading Railroad Company,	80 60		
Total,	\$86,353 42	Total,	\$86,353 42

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: This company has declared no dividends since its organization.

MARSHALL STREET RAILWAY COMPANY OF THE CITY OF PHILADELPHIA.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	George D. Widener,	Philadelphia, Pa.
Secretary,	D. W. Dickson,	do.
Treasurer,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
George D. Widener,	Philadelphia, Pa.	Clay Kemble,	Philadelphia, Pa.
David H. Lane,	do.	John B. Peddle,	do.
George W. Elkins,	do.		

Date of annual meeting for election of directors: Second Monday in January of each year.
 Title of company: The Marshall Street Railway Company of the City of Philadelphia.
 By whom is the road operated: Philadelphia Traction Company.
 General offices of the company at northwest corner Forty-first and Haverford streets.
 For information relating to this report, address D. W. Dickson, treasurer.
 What kind of power is used for propelling the cars on your road: Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter: May 14, 1889.
 Portion of railway constructed, about three and one-half miles. Fourth street, from Norris street to Indiana avenue, Indiana avenue to Lawrence street, to Manor street, Manor street to Montgomery avenue, to Randolph street, Randolph street to Thompson street.

GENERAL BALANCE SHEET.

DR.		CR.	
Cash,	\$760 87	Capital stock,	\$25,000 00
Construction,	53,655 31	Open accounts,	29,416 18
Total,	\$54,416 18	Total,	\$54,416 18

MIDDLETOWN, HIGHSPIRE AND STEELTON STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Geo. W. Cumbler,	Steelton, Pa.
Vice President,	E. C. Felton,	do.
Secretary,	W. J. Snavelly,	do.
Treasurer,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
E. C. Felton,	Steelton, Pa.	Geo. Pancake,	Harrisburg, Pa.
James Young,	Middletown, Pa.	John Q. Denny,	do.
J. E. Rutherford,	Harrisburg, Pa.		

Date of annual meeting for election of directors: Second Monday of January.

Title of company: Middletown, Highspire and Steelton Street Railway Company.

By whom is the road operated: East Harrisburg Passenger Railway Company.

Date of consolidation: January 2, 1893.

General offices of the company: Steelton, Pa.

For information relating to this report, address W. J. Snavelly, secretary and treasurer, Steelton, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Articles of association filed, charter dated and obtained December 11, 1891. The first board of directors was appointed by the subscribing share holders and served until January 25, 1892, at which date a new board was elected for the ensuing year.

Stated meetings of the board are held on the second Friday of each month. Immediately upon receipt of the charter, the work of grading for a road bed was begun, commencing on the Middletown and Harrisburg turnpike, at the eastern limits of the borough of Steelton.

The first rails were laid February, 1892, and the road was completed June 1, 1893.

It became apparent to the stockholders that it would be advantageous to their interests, as well as productive of great convenience and benefit to the public, to have the line operated and connected with the East Harrisburg Passenger Railway Company, and for that purpose held meetings of the stockholders to consider the matter and vote according to their judgment. The sentiments of the stockholders were expressed (by a majority of them voting), by authorizing the board of directors to lease the franchises to The East Harrisburg Passenger Railway Company. The board of directors acted accordingly and leased the road to the East Harrisburg Passenger Railway Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Fourth street, Steelton, Pa., from Mohn street to eastern borough line; Middletown and Harrisburg turnpike to western borough line of Middletown, Pa.; Middletown borough, West Main street, from borough line to Wood; Wood to Water, Water to Spring, Spring to Union, on Union to Emaus.

Connects with East Harrisburg Passenger Railway at Mohn street, Steelton, Pa.

GENERAL BALANCE SHEET.

DR.		CR.	
Steelton National Bank (cash on hand),	\$14,554 29	Capital stock (paid in),	\$97,550 00
General expense,	3,904 92		
Track account,	52,785 14		
Line account,	16,955 07		
Bridges,	4,547 47		
Right of way,	3,803 11		
Real estate,	1,000 00		
Total,	\$97,550 00	Total,	\$97,550 00

IMPORTANT CHANGES DURING THE YEAR.

January 2, 1893, the franchise of this company were leased by the East Harrisburg Passenger Railway Company, for a term of 999 years, from the 1st day of January, 1893, subject to the payment of semi-annual compensation for such use, etc. Six per cent. for 1893, 7 per cent. for 1894, 8 per cent. for 1895, 9 per cent. for 1896, and annually thereafter 10 per cent.; also to pay in equal quarterly installments, the annual sum of \$400.00 to defray the expenses and salaries necessary and proper to maintain and continue the corporate organization and the office.

MILLVALE PASSENGER RAILWAY COMPANY, AND THE FORTY-THIRD STREET AND BLOOMFIELD PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	P. W. Siebert,	367 Main st., Pittsburg.
Vice President,	Walter Lyon,	Allegheny City.
Secretary,	J. T. Keil,	Aiken av., Pittsburg.
Treasurer,		
General Manager,	P. W. Siebert,	367 Main st., Pittsburg.
General Superintendent,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
P. W. Siebert,	367 Main st., Pittsburg.	James Gardner,	Millvale borough.
J. T. Keil,	Aiken av., Pittsburg.	Christian Siebert,	Pittsburg.
Walter Lyon,	Allegheny City.	C. Baeuerlin,	Millvale borough.

Date of annual meeting for election of directors: June 10, 1893.

Title of company: Millvale Passenger Railway Company and Forty-third street and Bloomfield Passenger Railway.

By whom is the road operated: Selves.

General offices of the company at Pittsburg, Pa.

For information relating to this report, address P. W. Seibert, 367 Main stret, Pittsburg.

What kind of power is used for propelling the cars on your road: Horse power.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Road was organized under the old Street Railway Laws, and was rechartered under the new Street Railway Act on May 29, 1889. They have about one mile of track leased from the Citizens' Traction Company of Pittsburg, and one-half mile of track over the Ewalt Street bridge.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Begins on Forty-third street and Butler street, thence along Forty-third street to Ewalt street bridge, over Allegheny river, thence over said bridge to Millvale borough, thence along Bridge street to West Pennsylvania Railroad track: where we have been detained by the West Pennsylvania Railroad by action in court

from crossing over their tracks. After crossing over West Pennsylvania Railroad, along Allegheny and Butler county plank road to Grand avenue, thence along said avenue to Hooker street, to borough line, and Shaler township, returning along Hooker street to Lincoln avenue, and intersecting at Butler plank road with main line.

RATE OF FARE FOR PASSENGERS.

Single fare, \$0 03

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	\$1,192 59	Capital stock,	\$20,000 00
Equipment,	3,334 69		
Amount due on capital,	15,472 72		
Total,	\$20,000 00	Total,	\$20,000 00

STOCK AND DIVIDENDS.

Balance for the year, or surplus,	\$219 80
Surplus at commencement of the year,	91 65
Total surplus,	\$311 45

MILLVALE, ETNA AND SHARPSBURG RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Frederick Gwinner,	Allegheny, Pa.
Secretary,	G. W. Henderson,	do.
Treasurer,	Geo. B. Hill,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Geo. B. Hill,	Allegheny, Pa.	John H. Dalzell,	Allegheny, Pa.
Frederick Gwinner,	do.	G. W. Henderson,	do.
Joshua Rhodes,	do.		

Date of annual meeting for election of directors: Second Monday in January of each year.

Title of company: Millvale, Etna and Sharpsburg Street Railway Company.

By whom is the road operated: Not yet completed.

General offices of the company at Pittsburg, Pa.

For information relating to this report, address G. W. Henderson, secretary, Allegheny, Pa.

Office address 113 Fourth avenue, Pittsburg, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Articles of association were entered into March 6, 1892, by Geo. B. Hill, J. N. Davidson, Joshua Rhodes, J. H. Dalzell, and Geo. W. Henderson, and charter was issued March 8, 1892.

The road is not yet constructed, work being delayed awaiting the passage of necessary ordinances.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Beginning at Allegheny City, at intersection of Chestnut and Liberty streets; thence by Liberty street to East Ohio street; thence by East Ohio street to city line; thence to Allegheny and Butler plank road, the same being a continuation of said East Ohio street to Bridge street in borough of Millvale; thence by Bridge

street to Grant avenue; thence by Grant avenue to Hooker street; thence by Hooker street to Lincoln avenue; thence by Lincoln avenue to said Allegheny and Butler plank road; thence by said plank road, to and through Shaler township to Etna borough; thence by said plank road to its intersection with the Freeport road; thence by same to Bridge street; thence by Bridge street to and across bridge to North Main street, in the borough of Sharpsburg; thence by North Main street to Sixth street; thence to Clay street; thence to Thirteenth street; thence to Middle street; thence to borough line, with the right in Millvale to proceed from intersection of Bridge street, and Allegheny and Butler plank road, by said plank road to borough, to Shaler township, returning by same route, thus forming a continuous route, from the beginning to end, and a complete circuit, with its own tracks, etc.

GENERAL BALANCE SHEET.

DR.		CR.	
Cash paid for organization purposes, expenses, etc.,	\$729 11	Capital stock,	\$300,000 00
Cash on hand,	1,670 89		
Balance on subscription to capital stock,	297,600 00		
Total,	\$300,000 00	Total,	\$300,000 00

IMPORTANT CHANGES DURING THE YEAR.

On July 11, 1892, the extension of the road was decided upon, by resolution, over the following route, viz: From a point in the borough of Etna, Allegheny county, Pa., at or near the intersection of the Allegheny and Butler plank road, and the Freeport road, in said borough; thence along said Allegheny and Butler plank road, to the intersection thereof with the road known as the Butler pike, and thence along the Butler pike to the borough line of said borough.

MONONGAHELA INCLINED PLANE PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	James M. Bailey,	Pittsburgh, Pa.
Secretary,	John L. Awl,	do.
Treasurer,		
Superintendent,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Marcus W. Acheson, . .	Pittsbnrgh, Pa.	Joseph G. Walter, .	Pittsburgb. Pa.
George W. Beltzhoover, .	do.	Wm. H. Nimick, .	Pittsburgh, Pa.
William Halpin,	do.	Wm. E. Wrenshall, .	Woodville, Allegheny county.
John Paul,	do.		

Date of annual meeting for election of directors: Second Monday in January.
Title of company: The Monongahela Inclined Plane Company.
By whom is the road operated: The Monongahela Inclined Plane Company.
General offices of the company at Pittsburg, Pa.
For information relating to this report, address James M. Bailey, president, John L. Awl, secretary and treasurer.
What kind of power is used for propelling the cars on your road: Stationary engine.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: The roads commence on Carson street, in the Thirty-third ward of Pittsburgh, at the foot of the hill and run to Grand View avenue at the top in the Thirty-second ward, on girder bridges to the rocks on the side of the hill, a distance of 380 feet, the balance to terminus on twelve and fifteen feet I beams covered with oak cross ties. Both roads double track and 640 feet long and laid at an angle of 35 degrees and 6 minutes.

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 05
Coupon book tickets (60 trips),	1 25

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	\$213,416 77	Capital stock,	\$200,000 00
Real estate,	26,583 23	Bond and mortgage,	50,000 00
Purchased bonds,	16,500 00	Surplus fund,	34,859 66
Cash,	38,359 66	Profit and loss,	10,000 00
Total,	\$294,859 66	Total,	\$294,859 66

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July, 1892, 5 per cent; January, 1893, 5 per cent.	
Paid in dividends, cash,	\$20,000 00
Paid to sinking fund,	\$5,365 47
Balance for the year, or surplus,	29,494 19
Total surplus,	\$34,853 66

MOUNT OLIVER INCLINE RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	D. Z. Brickell,	Pittsburgh, Pa.
Secretary,	Daniel Beech,	do.
Treasurer,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
D. Z. Brickell,	Pittsburgh, Pa.	Thomas H. Bakewell,	New York.
H. Sellers McKee,	Pittsburgh, Pa.	F. Hampe,	Pittsburgh, Pa.
M. A. Verner,	Pittsburgh, Pa.	Daniel Beech,	Pittsburgh, Pa.
E. E. Denniston,	Philadelphia, Pa.		

Date of annual meeting for election of directors: May.
Title of company: Mount Oliver Incline Railway Company.
By whom is the road operated: Pittsburg and Birmingham Traction Company.
General offices of the company at Pittsburgh, Pa
For information relating to this report, address Daniel Beech.
What kind of power is used for propelling the cars on your road: Steam on incline and electricity on street railway.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Leased to Birmingham Street Railway Company, September 25, 1891.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: From Carson street along Twelfth street to lower station, corner of Manor and Twelfth street; from lower station of incline plane to upper station on Washington avenue; from upper station on Washington avenue along Mount Oliver street, John street, and Amanda avenue to second toll gate on Brownsville road; also from upper station along Washington avenue to Beltzhoover borough.

GENERAL BALANCE SHEET.

DR.		CR.	
Construction (Incline),	\$66,965 53	Capital stock,	\$100,000 00
Construction (Street railroad),	24,933 99	First mortgage bonds,	44,500 00
Real estate,	25,300 00	Surplus,	29,883 76
Mortgage,	2,400 00		
Lessee,	46,434 24		
Stockholders,	8,350 00		
Total,	\$174,383 76	Total,	\$174,383 76

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July, 1892, paid 3 per cent. on full paid stock, \$2,475.00; January, 1893, paid 3 per cent. on full paid stock, \$2,325.00.

Paid in dividends, cash, \$4,800 00

IMPORTANT CHANGES DURING THE YEAR.

Property leased to Birmingham Street Railway Company, September 23, 1891.

NEW CASTLE ELECTRIC STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Thos. W. Phillips,	New Castle, Pa.
Vice-President,	Wm. M. Brown,	do.
Secretary,	Samuel S. Hamilton,	do.
Treasurer,		
General Manager,	Wm. M. Brown,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Thos. W. Phillips,	New Castle, Pa.	Samuel S. Hamilton,	New Castle, Pa.
Wm. M. Brown,	do.	C. J. Kirk,	do.
O. H. P. Brown,	do.		

Date of annual meeting for election of directors: Second Monday of January in every year.

Title of company: New Castle Electric Street Railway Company.

By whom is the road operated: New Castle Electric Street Railway Company.

General offices of the company at New Castle, Lawrence county.

For information relating to this report, address Wm. M. Brown, manager, New Castle, Pa

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The original charter was granted September 28, 1889. The construction of the road was begun about May 12, 1890.

CHARACTERISTICS OF ROAD.

Route of road streets occupied, and connections: Beginning at Long avenue at Moravia street thence to Mill street, thence to Washington street; also beginning at Pittsburg and Lake Erie station on Pittsburg street, thence to Washington street, thence along Washington street and West Washington street in the borough of West New Castle to Pennsylvania avenue.

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 05
Tickets in packages of one hundred, sold for,	4 00
Tickets in packages of fifty, sold for,	2 25
Tickets in packages of twenty-five, sold for,	1 15

GENERAL BALANCE SHEET.

DR.		CR.	
Treasurer's account,	\$738 20	Capital stock,	\$40,000 00
Car house account,	1,676 91	Receipt account,	4,516 70
Real estate account,	1,000 00	Rent account,	3 00
Expense account,	2,951 44	Ticket account,	60 90
Repairs account,	898 78	Bills payable,	6,358 60
Construction account,	27,459 22	Junk account,	35 80
Equipment account,	17,439 72	Surplus account,	1,285 32
Discount account,	60 83	Wm. M. Brown,	634 28
New Castle Electric Company,	1,000 00	S. S. Hamilton,	270 00
New Castle Car Manufacturing Co., . .	500 00	Eva Wick,	60 00
Total,	\$53,725 60	Total,	\$53,725 00

IMPORTANT CHANGES DURING THE YEAR.

Built extension on Long avenue of about 1,727 feet.

NORRISTOWN PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
Vice President,	Cornelius Gallagher,	New York city.
Secretary,	Henry Freedley,	Norristown, Pa.
Treasurer,	Louis Heck,	Norristown, Pa.
General Superintendent,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Cornelius Gallagher,	New York city.	Edward S. Perot,	Yonkers, N. Y.
J. Claude Smith,	Norristown, Pa.	James P. McQuaide,	Plainfield, N. J.
Morgan R. Wills,	Norristown, Pa.	Hiram R. Rhoads,	Williamsport, Pa.
John J. Murphy,	Bridgeport, Pa.	Joseph Fanance,	Norristown, Pa.
James A. McGrath,	Conshohocken, Pa.	James H. Warner,	New York city.
Henry Freedley,	Norristown, Pa.	D. P. Reagan,	New York city.

Title of company: Norristown Passenger Railway.
By whom is the road operated: Itself.
General offices of the company at Albertson Building, Main and Swede street, Norristown, Pa.
For information relating to this report, address Henry Freedley, Norristown, Pa.
What kind of power is used for propelling the cars on your road: Horse road, being equipped with electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated, 1884. Constructed, 1885. Extended to Bridgeport, 1887. Reincorporated, 1890. Heretofore horse power. Road now equipped with electricity.

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 05
Exchange tickets,	08
Tickets in packages of eleven, sold for,	25

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	\$28,288 04	Capital stock,	\$44,450 00
Equipment,	12,708 46	Bills payable,	2,100 00
Real estate,	3,635 19		
Furniture,	10 36		
Cash,	142 29		
Profit and loss,	1,765 66		
Total,	\$46,550 00	Total,	\$46,550 00

NORTHERN PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE	NAMES.	RESIDENCES.
President,	D. C. Golden,	Philadelphia, Pa.
Secretary,	H. C. Murphey,	do.
Treasurer,	Joseph C. Lugar,	do.
General Superintendent,		

DIRECTORS.

NAMES	RESIDENCES.	NAMES.	RESIDENCES.
R. N. Carson,	Philadelphia, Pa.	J. Levering Jones,	Philadelphia, Pa.
W. H. Shelmerdine,	do.	Samuel Moore, Jr.,	do.
E. J. Moore,	do.		

Date of annual meeting for election of directors: Second Monday in January.

Title of company: The Northern Passenger Railway Company.

By whom is the road operated: People's Passenger Railway Company.

General offices of the company at Eighth and Dauphin streets, Philadelphia, Pa.

For information relating to this report, address H. C. Murphy, treasurer, 800 Dauphin street, Philadelphia, Pa.

What kind of power is used for propelling the cars on your road: Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter: September 29, 1890.

Road constructed, and operation commenced July 9, 1892.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Commencing at Eighth street and Germantown avenue, north on Eighth street to Indiana avenue, east on Indiana avenue to Fairhill street, south on Fairhill street to York street, west on York street to Marshall street, south on Marshall street to Dauphin street, west on Dauphin street to Germantown avenue.

NUNNERY HILL INCLINE PLANE COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Oliver P. Scaife,	Allegheny, Pa.
Secretary,	Arthur Kennedy,	Allegheny, Pa.
Treasurer,	Horace E. Grant,	Pittsburg, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Oliver P. Sealife,	Allegheny, Pa.	Geo. P. Hamilton,	Allegheny, Pa.
Chas. C. Sealife,	do.	Arthur Kennedy,	do.
James B. Scott,	do.	Sullivan Johnson,	do.

Title of company: Nunnery Hill Incline Plane Company.

By whom is the road operated: Itself.

General offices of the company at Allegheny, Pa.

For information relating to this report, address Arthur Kennedy, Esq., Pittsburg, Pa.

What kind of power is used for propelling the cars on your road: Stationery engines with wire cable.

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 05
Tickets in packages of seventy-five, sold for (adults),	1 50
Tickets in packages of seventy-five, sold for (children),	75

GENERAL BALANCE SHEET.

DR.		CR.	
Cash,	\$271 55	Accounts payable (balance amount advanced by stockholders), . . .	\$1,632 00
Construction and equipment,	90,862 04	Bonds,	30,000 00
Profit and loss,	498 41	Capital stock,	60,000 00
Total,	\$91,632 00	Total,	\$91,632 00

PENN STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	James J. Donnell,	Pittsburgh, Pa.
Secretary,	C. M. Gormly,	do.
Treasurer,	Nathaniel Holmes,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
James J. Donnell,	Pittsburgh, Pa.	George C. Wilson,	Pittsburgh, Pa.
H. S. A. Stewart,	do.	Wm. R. Holmes,	do.
John G. Holmes,	do.		

Title of company: Penn Street Railway Company.

By whom is the road operated: Citizens' Traction Company.

General offices of the company at Pittsburg, Pa., Jackson Building, corner Penn avenue and Sixth street.

For information relating to this report, address James J. Donnell, president.

What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered May 19, 1892.

Began to run, by Citizens' Traction Company, on March 31, 1893,

29-9-93.

CHARACTERISTICS OF ROAD.

Route or road, streets occupied, and connections: Beginning at Frankstown avenue at a point where the Citizen Passenger Railway Company now ends, along Frankstown avenue to city line and through the borough of Brushton to Wood street, where the same ends; into the borough of Wilkinsburg, thence along Wood street to Pitt, to Wallace, to Coal, to Ross, to Hay, to Wallace, to Pitt, to Wood, to Frankstown avenue, and thence to place of beginning.

RATE OF FARE FOR PASSENGERS.

Single fare, \$0 05
Exchange tickets, 07

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and equipment, . . .	\$222,089 46	Capital stock,	\$500,000 00
Bonds not issued,	25,000 00	Funded debt,	250,000 00
Treasurer,	3,716 26		
Profit and loss,	499,194 28		
Total,	\$750,000 00	Total,	\$750,000 00

PENNSYLVANIA MOTOR COMPANY.

OFFICERS.

TITLE	NAMES.	RESIDENCES.
President,	H. E. Hand,	Scranton, Pa.
Vice President,	J. Marshall Young,	Scranton, Pa.
Secretary,	D. W. Nevin,	Easton, Pa.
Treasurer,	A. D. Chidsey,	Easton, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
H. E. Hand,	Scranton.	D. W. Nevin,	Easton, Pa.
W. H. Jessup,	Scranton.	Howard Rinek,	do.
W. H. Jessup, Jr.,	Scranton.	A. D. Chidsey,	do.
J. Marshall Young,	Easton, Pa.		

Date of annual meeting for election of directors: First Monday in January.

Title of company: Pennsylvania Motor Company.

By whom is the road operated: Easton Transit Company.

General offices of the company at Easton, Pa.

For information relating to this report, address D. W. Nevin, secretary, Easton, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Beginning at Fourth street station of New Jersey Central Railroad, thence through Fourth street to Northampton, through Northampton to North Third, through North Third to Chestnut street, through Chestnut street to Cattell, to Burke, to Pixinosa avenue, to Park avenue terminus.

RATE OF FARE FOR PASSENGERS.

Single fare, \$0 05
Exchange tickets two cents part of year.

IMPORTANT CHANGES DURING THE YEAR.

Leased March 15, 1893, to Easton Transit Company for ninety-nine years.

PEOPLE'S PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Henry C. Moore,	Philadelpbia, Pa.
Secretary,	D. C. Golden,	do.
Treasurer,	R. B. Selfridge,	do.
Auditor,	Joseph Lugar,	do.
General Superintendent,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Robert N. Carson,	Philadelpbia, Pa.	Edward J. Matbews,	Philadelphia, Pa.
Wm. H. Sheldermine,	do.	J. Levering Jones,	do.
Caleb F. Fox,	do.		

Date of annual meeting for election of directors: Second Tuesday in January.

Title of company: The People's Passenger Railway Company.

By whom is the road operated: The People's Passenger Railway Company. This company is lessee of the Germantown Passenger Railway Company and of the Green and Coates Streets Philadelphia Passenger Railway Company. The operating results of said leased lines are included in this report.

With what other companies consolidated: This company also operates the Northern Passenger Railway, under agreement dated July 8, 1892, and the Centennial Passenger Railway, under agreement dated April 21, 1893, the operating results of which are likewise included in these reports.

General offices of the company at South West Corner Eighth and Dauphin streets.

For information relating to this report, address D. C. Golden, treasurer.

What kind of power is used for propelling the cars on your road: Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The People's Passenger Railway Company Act of incorporation, dated April 15, 1873.

This company leased the Green and Coates Street Philadelphia Passenger Railway Company, September 1, 1881, and the Germantown Passenger Railway Company October 13, 1881, and all these lines have since been and still are operated by the People's Passenger Railway Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Callowhill street division—From Callowhill street bridge east on Callowhill street to Front street, south on Front street to Market and return by double track to place of beginning. From Front and Vine street west on Vine to Fourth and York avenue, north on York avenue to Callowhill.

Fourth and Eighth division—From Eighth and Dauphin, east on Dauphin streets to Germantown avenue, south on Germantown avenue, to Fourth, to Snyder avenue, west on Snyder avenue to Eighth, north on Eighth to place of beginning. Eighth and Dauphin to Germantown avenue, to Fourth, to Walnut, to Eighth and return to place of beginning.

Germantown division—From Eighth and Dauphin, north on Eighth to Germantown avenue, to Church street and return by double track to place of beginning.

Norris and Susquehanna avenue division—From Eighth and Susquehanna avenue west to Twenty-second street, south on Twenty-second to Norris, east on Norris to Germantown avenue, to Fourth, to Walnut, to Eighth and return to place of beginning.

Girard avenue division—From Taney street and Girard avenue, west on Girard avenue to Elm avenue, to Belmont avenue and return by double track. East to Gunner's Run and return by double track to place of beginning. From Girard avenue, south on Palmer, to Allen, east on Allen to Shackamaxon, to Girard avenue.

Green and Coats division—From Twenty-fourth and Fairmount avenue, east on Fairmount avenue to Twenty-second street, south on Twenty-second street to Green, east on Green to Fourth, to Dickinson, to Eighth, to Fairmount avenue, west on Fairmount avenue to Park entrance and return on double track. From Twenty-fifth and Fairmount avenue to Green, to Fourth, to Walnut, to Eighth and return by Fairmount avenue to place of beginning. East on Green from Fourth, to Beach, north on Beach to Fairmount avenue, to Eighth street,

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 00
Exchange tickets, .....	.6 & 8 cts

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and equipment,	\$448,851 53	Capital stock, common, \$740,000 00	
Leases, cost account,	1,110,788 47	Capital stock, preferred, 277,402 25	
Real estate,	9,833 33		\$1,017,402 25
Investments in stocks,	261,767 31	Funded debt,	750,000 00
Materials and supplies,	25,818 27	Ground rents payable,	5,833 33
Office fixtures,	142 50	Drivers' security deposits,	891 80
Cash,	97,660 33	Sundry maturing accounts,	30,175 00
Loans,	119,363 58	Unpaid coupon interest,	1,450 00
Sundry accounts receivable,	12,936 04	Profit and loss,	427,888 90
Guarantee, Trust and Safe Deposit Company, trust deposits,	60,075 60		
Real Estate, Title, Insurance and Trust Company, trust deposits,	\$6,375 00		
Total,	\$2,233,641 36	Total,	\$2,233,641 36

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: One dollar and twenty-five cents per share, September 30, 1892.

Paid in dividends, cash,	\$103,750 00
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IMPORTANT CHANGES DURING THE YEAR.

Commenced to operate the Northern Passenger Railway Company, July 8, 1892, and the Centennial Passenger Railway Company, April 21, 1893.

PEOPLE'S STREET RAILWAY COMPANY OF LUZERNE COUNTY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	P. S. Page,	Scranton, Pa.
Vice President,	H. H. Archer,	do.
Secretary,	Horace E. Hand,	do.
Treasurer,	H. H. Archer,	do.
General Manager,	Charles H. Smith,	do.
General Superintendent,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
P. S. Page,	Scranton, Pa.,	Horace E. Hand,	Scranton, Pa.
H. H. Archer,	do.	J. P. Hsley,	Philadelphia.
J. Alton Davis,	do.	E. E. Denniston,	Philadelphia.
W. W. Winton,	do.		

Date of annual meeting for election of directors: First Tuesday of November.

Title of company: The People's Street Railway Company of Luzerne County.

By whom is the road operated: The Scranton Traction Company.

With what other companies consolidated: Scranton and Providence Passenger Railway Company.

Date of consolidation: May 25, 1868.

General offices of the company at Scranton.

For information relating to this report, address Horace E. Hand, secretary, Scranton.

What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

This company was chartered by Act of the Legislature, approved March 23, 1865 (P. L. 1865, p. 1199). The different lines were constructed soon after the charter was obtained and were operated by horses until 1888, when electricity was adopted as the motive power.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: One line from Delaware, Lackawanna and Western depot, along Lackawanna, Jefferson, Madison, Quincy avenues, and Bank, Pine and Maple streets to Dunmore. Another line along Lackawanna, Wyoming, Penn, Carbon, Mulberry and North Main avenue to Providence.

Another line to Green ridge along Wyoming, Penn, Capouse, Sanderson and Green ridge streets.

Another line to Hyde Park, along West Lackawanna, South Main, Swetland, Eynon, Washburn, and Robinson street.

Another to Bellevue, along West Lackawanna, and Seventh street.

Another to South Scranton, along Lackawanna, Cedar, Pittston avenues and Mattes street.

Another to Green Ridge, along Franklin, Spruce, Adams, Gibson, Maple, North Washington and Green Ridge, Sanderson and East Market.

Another to Dunmore, along Franklin, Spruce, Adams, Gibson, North Washington, Marion, and Electric avenues.

Another along Franklin, Spruce, Adams, Linden, Jefferson, Mulberry, Prescott, Vine, Wheeler and Olive streets to Ny Ang Falls.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$466,399 70	Capital stock,	\$425,000 00
Cost of equipment,	116,334 82	First mortgage bonds,	200,000 00
Cost of electric power plant,	95,254 90	General mortgage bonds,	100,000 00
Cost of real estate,	30,228 78	Profit and loss,	16,389 09
Cost of Linden street car house,	45,623 57	Loan account,	23,000 00
Scranton Passenger railway stock,	25,000 00	Bills payable,	6,203 79
Treasury stock,	466 67	Banks,	10,160 91
Interest on mortgages,	12,677 88	Pay rolls,	114 77
Laurel Hill Park stock,	425 00	Vouchers,	4,356 07
Implements and tools,	3,755 56	Condon account,	5,500 00
Furniture and fixtures,	564 85	Suburban Railway equipment account,	20,885 64
New construction,	5,363 34	Earnings, July to October 30,	70,775 90
Betterments,	1,849 46		
J. A. Linen, trustee,	10,395 00		
Scranton Suburban Railway Co.,	21,237 34		
Operating expenses, July 1st to September 30,	46,809 30		
Total,	\$882,386 17	Total,	\$882,386 17

IMPORTANT CHANGES DURING THE YEAR.

Leased to Scranton Traction Company, November 1, 1892, for ninety-nine years.

PEOPLE'S ELECTRIC STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Hartford P. Brown,	Rochester, Beaver co., Pa.
Secretary,	Jas. P. Stone,	Beaver Falls, Beaver co., Pa.
Treasurer,	Charles H. Bentel,	Freedom, Beaver co., Pa.
General Superintendent,	Cyrus A. Danals,	Rochester, Beaver co., Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Hartford P. Brown.	Rochester, Beaver co., Pa.	John C. Whitla.	Beaver Falls, Beaver co., Pa.
Harry W. Reeves.	Beaver Falls, Beaver co., Pa.	Dan. H. Stone.	Beaver, Beaver co., Pa.
Henry M. Camp.	Rochester, Beaver co., Pa.	James P. Stone.	Beaver Falls, Beaver co., Pa.
Theo. P. Simpson.	Beaver Falls, Beaver co., Pa.		

Title of company: The People's Electric Street Railway Company.
By whom is the road operated: The People's Electric Street Railway Company.
General offices of the company at Rochester, Beaver county, Pa.
For information relating to this report, address James P. Stone.
What kind of power is used for propelling the cars on your road: Electric.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: The road begins at a point in Rochester township on the Brighton road, about one-half mile north of Rochester; it runs south on Brighton road to Madison street in borough of Rochester, thence east to Brighton street, and thence southeast to New York street, thence south on New York street to Railroad street, thence east on Railroad street to borough line, thence east through Rochester township on county road to Main street in borough of Freedom, thence east along said Main street to borough of St. Clair, and thence east along Main street in borough of St. Clair, to a point near the borough line, being the terminus at present.

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 05
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GENERAL BALANCE SHEET.

DR.		CR.	
Real estate,	\$2,503 00	Capital stock,	\$150,000 00
Office furniture and fixtures,	153 80	Bonds,	50,000 00
Equipment,	86,310 97	Bills payable,	10,998 16
Construction,	123,886 81	Sundry bills,	707 00
Sundry accounts due company,	311 07	Balance net gain,	2,140 02
Materials on hand,	345 20		
Cash on hand,	105 73		
Due from U. S. Government for carrying mail,	163 60		
Total,	\$213,785 18	Total,	\$213,785 18

STOCK AND DIVIDENDS.

Balance for the year or surplus,	\$2,140 02
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PHILADELPHIA CITY PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	William W. Colket,	Philadelphia.
Secretary,	T. W. Penuypacker,	Delaware co., Pa.
Treasurer,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Winfield S. Wilson,	Chester co., Pa.	* John Markoe,	Philadelphia.
William Cochran,	Philadelphia.	Collins W. Walton,	do.
John M. Chestnut,	Philadelphia.	John A. Brown, Jr.,	do.

*Since deceased.
Date of annual meeting for election of directors: Second Monday in January.
Title of company: The Philadelphia City Passenger Railway Company.
By whom is the road operated: By the Philadelphia Traction Company, successor to the West Philadelphia Passenger Railway Company, lessee of the Philadelphia City Passenger Railway Company.
General offices of the company at 202 Walnut Place, Philadelphia, Pa.
For information relating to this report, address Wm. W. Colket, president.
What kind of power is used for propelling the cars on your road: Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Philadelphia City Passenger Railway Company was incorporated by the Act of Assembly, passed March 26, 1859.
Date of charter: April 9, 1859.
Construction: Rails laid on white and yellow pine stringers on cross ties, with gravel foundation.

CHARACTERISTICS OF ROAD.

Route or road, streets occupied, and connections: From Forty-second and Chestnut, down Chestnut to Front, to Walnut, to Twenty-second, to Chestnut, to Depot at Forty-second and Chestnut streets. Branch line—leaves Chestnut street at Thirty-second street, up Thirty-second street to Lancaster avenue, to Belmont avenue, to Fairmount Park. Branch line—leaves Chestnut street at Woodland avenue, along Woodland avenue to Darby road, to the borough of Darby, in Delaware county.

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and equipment,	\$875,842 88	Capital stock,	\$475,000 00
Cash,	7,504 07	Mortgage bonds,	200,000 00
		Dehtenture bonds,	100,000 00
		Mortgage bonds Philadelphia and Darby Railway Company,	43,000 00
		Unclaimed interest and dividends,	1,168 45
		Profit and loss,	64,178 59
Total,	\$883,346 95	Total,	\$883,346 95

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 11, 1892, 7 1-2 per cent; January 10, 1893, 7 1-2 per cent.	
Paid in dividends, cash,	\$150,000 00
Balance for the year, or surplus,	\$394 00
Surplus at commencement of the year,	7,191 62
Total surplus,	\$7,585 62
Cash,	\$7,585 62

IMPORTANT CHANGES DURING THE YEAR.

The Philadelphia City Passenger Railway Company is leased to the West Philadelphia Passenger Railway Company for 900 years, beginning with the first day of January, 1884.

PHILADELPHIA AND DARBY RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Beauvean Zorie,	Philadelphia.
Vice President,	Collins W. Walton,	do.
Secretary,	William W. Colket,	do.
Treasurer,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Collins W. Walton,	Philadelphia.	Charles J. Walton,	Philadelphia.
William W. Colket,	do.	Benjamin S. Kunkel,	Philadelphia.
Christian W. Kunkel,	do.	Thomas U. Walker,	Chester county, Pa.

Date of annual meeting for election of directors: Second Monday in January.

Title of company: Philadelphia and Darby Railway Company.

By whom is the road operated: Philadelphia Traction Company, operating the West Philadelphia Passenger Railway Company, lessee of the Philadelphia City Passenger Railway Company, lessee of the Philadelphia and Darby Railroad.

General offices of the company at 202 Walnut Place, Philadelphia.

For information relating to this report, address William W. Colket, secretary.

What kind of power is used for propelling the cars on your road: Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Philadelphia and Darby Railroad Company was incorporated by the Act of Assembly, approved April 28, 1857, with a capital stock of ten thousand shares of twenty dollars each.

Was sold at sheriff's sale April 4, 1881, and reorganized as the Philadelphia and Darby Railway Company, May 2, 1881, with a capital stock of four thousand shares, at a par value of fifty dollars per share.

Construction: Rails laid on stringers placed on cross ties with gravel foundation.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connection: From the borough of Darby in Delaware county, along Darby road to Woodland avenue, along said avenue to Market street, Philadelphia, Pa.

GENERAL BALANCE SHEET.

DR.		CR.	
Construction, equipment and real-estate,	\$300,000 00	Capital stock,	\$200,000 00
		Mortgage bonds,	100,000 00
Total,	\$300,000 00	Total,	\$300,000 00

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: The dividends are paid directly to the stockholders by the lessees, in accordance with the terms of the lease.

IMPORTANT CHANGES DURING THE YEAR.

The Philadelphia and Darby Railway Company is leased to the Philadelphia City Passenger Railway Company, for 999 years, beginning with the first day of January, 1870.

PHILADELPHIA AND GRAY'S FERRY PASSENGER
RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Oliver Hopkinson,	Philadelphia, Pa.
Secretary,	Lewis S. Renshaw,	do.
Treasurer,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
J. Hicks Conrad,	Philadelphia.	Edward S. Buckley,	Philadelphia.
James McManes,	do.	Samuel W. Woodhouse,	do.
Richard Dale,	do.	Morris L. Fell,	do.

Date of annual meeting for election of directors: Third Tuesday in January.
Title of company: Philadelphia and Gray's Ferry Passenger Railway Company.
By whom is the road operated: Philadelphia Traction Company.
General offices of the company at 1001 Chestnut street, Philadelphia.
For information relating to this report, address the secretary.
What kind of power is used for propelling the cars on your road: Horse and electric power.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

On December 31, 1890, the Philadelphia and Gray's Ferry Passenger Railway was leased to the Philadelphia Traction Company, for 999 years, from January 1, 1891, at a rental of \$43,225.00 per annum (\$3.50 per share), for the first five years, and \$49,400.00 per annum (\$4.00 per share), thereafter.
In addition to the rental, the lessee pays all taxes, running expenses, etc.

GENERAL BALANCE SHEET.

DR.		CR.	
Road and equipment,	\$249,514 40	Capital stock,	\$309,207 00
Schuylkill River Passenger railway stock,	49,050 00	Conductors' and drivers' deposits,	26 19
Over issue stock,	10,000 00	Dividends Nos. 9, 10, 13, 15,	51 03
Collateral loan,	7,000 00	Profit and loss,	20,834 09
Cash,	14,553 91		
Total,	\$330,118 31	Total,	\$330,118 31

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 8, 1892, 3 per cent., \$18,525.00; January 10, 1893, 2 1-2 per cent., \$15,437.50.
Paid in dividends, cash, \$33,962 50

PHILADELPHIA TRACTION COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Peter A. B. Widener,	Philadelphia, Pa.
First Vice-President,	Wm. L. Elkins,	do.
Second Vice-President,	George D. Widener,	do.
Secretary and Treasurer,	D. W. Dickson,	do.
General Superintendent,	James T. Gorman,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Peter A. B. Widener.	Philadelphia.	Thomas Dolan.	Philadelphia.
Wm. L. Elkins.	do.	Joseph B. Altemus.	do.
James McMaues.	do.	George W. Elkins.	do.

Date of annual meeting for election of directors: Last Tuesday in November of each year.

Title of company: Philadelphia Traction Company.

By whom is the road operated: Philadelphia Traction Company.

General offices of the company at northwest corner of Forty-first and Haverford streets.

For information relating to this report, address D. M. Dickson, treasurer.

What kind of power is used for propelling the cars on your road: Cable, electricity and horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of present charter, November 28, 1888.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Richmond branch.—Depot, Norris and Thompson streets. On Thompson to Marlborough, to Belgrade, to Frankford avenue, to Master, to Twelfth, to Sansom, to Thirtieth, to Jefferson, to Seventh, to Susquehanna avenue, to Otis, to Coral, to York, to Thompson, to the depot.

Fairmount branch.—Depot, Twenty-third and Brown streets. On Twenty-third street to Wallace, to Kessler, to Spring Garden, to Franklin, to Race, to Seventh, to Market, to Delaware avenue; return to Ninth, to Spring Garden, to Twenty-third, to Brown, to Twenty-ninth, to Poplar, to the Park, and east on Poplar to Twenty-ninth, to Brown, to the depot.

Fourth and Lawrence street branch.—Depot, Lehigh avenue and Hancock street. Indiana avenue and Lawrence street south on Lawrence to Manor, to Montgomery avenue, to Randolph, to Master, to Franklin; return on Master to Seventh, to Oxford, to Fourth, to Indiana avenue, to Lawrence, to place of starting.

Columbia avenue branch.—Depot, Twenty-third and Columbia avenue. On Columbia avenue to Franklin street, to Race, to Seventh, to Market, to Delaware avenue; return on Market to Ninth, to Spring Garden, to Seventh, to Columbia avenue, to Thirty-third, and from Thirty-third street east on Columbia avenue to the depot.

Jefferson street branch.—Depot, Lehigh avenue and Hancock street. Down Hancock street to Columbia avenue, to Franklin, to Master, to Twenty-ninth, to Poplar, to the Park; return on Poplar to Twenty-seventh, to Jefferson, to Seventh, to Oxford, to Fourth, to Columbia avenue, to Howard, to Lehigh avenue, to the depot.

Eighteenth and Twentieth streets branch.—Depot, Twentieth and Montgomery avenue. On Twentieth street to Ridge avenue, to South College avenue, to Twentieth, to Filbert, to Seventh, to Jayne, to Sixth, to Sansom, to Eighteenth, to Francis, to Perkiomen, to Vinyard, to Ridge avenue, to Eighteenth, to Montgomery avenue, to Twenty-second, to Susquehanna avenue, to Twenty-first, to Montgomery avenue, to the depot.

York and Dauphin streets branch.—Depot, Twentieth and Montgomery avenue. On Twentieth to York, to Twenty-seventh, to Dauphin, to Thirty-third; return on Dauphin to Twenty-seventh, to York, to Twenty-second, to Susquehanna avenue, to Twenty-first, to Montgomery avenue, to Twentieth, to place of starting.

Seventeenth and Nineteenth streets branch.—Depot, Seventeenth and Berks streets. On Seventeenth street to Chestnut, to Front, to Walnut, to Eighteenth, to Sansom, to Nineteenth, to Susquehanna avenue, to Seventeenth, to the depot.

Twelfth and Sixteenth streets branch.—Depot, Seventeenth and Berks streets. Starting at Fifteenth and Cumberland, on Fifteenth to Susquehanna avenue, to Twelfth street, to Snyder avenue, to Sixteenth, to Cumberland, to Fifteenth.

Christian street branch.—Depot, Twentieth and Wharton streets. On Twentieth to Ellsworth, to Twenty-third, to Christian, to Seventh, to Federal, to Front, to Wharton, to Ninth, to Ellsworth, to Nineteenth, to Wharton, to the depot.

Nineteenth and Twentieth streets branch.—Depot, Twentieth and Wharton streets. On Twentieth street to Chestnut, to Front, to Walnut, to Nineteenth, to Tasker, to Twentieth, to the depot.

Catharine and Bainbridge streets branch.—Depot, Schuylkill avenue and Kansas street. On Schuylkill avenue to Bainbridge street, east on Bainbridge to Front, south on Front to Catharine, west on Catharine to Gray's Ferry road, southwest on Gray's Ferry road to Christian street, west on Christian street to Schuylkill avenue, to the depot.

Seventeenth and Eighteenth streets branch.—Depot, Twentieth and Wharton streets. From Reed street north on Eighteenth to Filbert, to Seventh, to Jayne, to Sixth, to Sansom, to Seventeenth, to Reed, to Eigheenth, place of starting.

Market street branch.—Depot, Forty-first and Haverford streets. On Forty-first street to Market, to Delaware avenue, returning by same route.

Baring street branch.—Depot, Forty-fourth and Columbia avenue. From Forty-fourth street and Elm avenue east on Elm avenue to Fortieth street to Fairmount avenue, to Thirty-sixth,

to Baring, to Thirty-third, to Market, to Delaware avenue; return on Market to Thirty-third, to Baring, to Thirty-seventh, to Fairmount avenue, to Fortieth, to Ogden, to Forty-first, to Elm avenue, to Forty-fourth, place of starting.

Haddington branch.—Depot, Forty-first and Haverford streets. On Haverford street to Sixty-seventh; returning on Haverford street to Sixty-fifth, to Vine, to Fifty-third, and Haverford street to the depot.

Market street extension.—Depot, Forty-second and Chestnut streets.—West on Market street from Forty-first to Sixty-third, to Vine; returning the same route.

Spruce street branch.—Depot, Forty-ninth street and Woodland avenue. East on Woodland avenue to Forty-seventh, to Chester avenue, to Forty-first, to Spruce, to Woodland avenue, to Thirty-third, to Market, to Delaware avenue; return on Market to Thirty-third, to Woodland avenue, to Spruce, to Forty-second, to Chester avenue, to Forty-seventh, to Woodland avenue, to the depot.

Lancaster avenue branch.—Depot, Forty-fourth street and Columbia avenue. On Forty-fourth street to Lancaster avenue, to Thirty-second, to Chestnut, to Front, to Walnut, to Twenty-second, to Chestnut, to Thirty-second, to Lancaster avenue, to Forty-fourth, to Elm avenue, and return on Forty-fourth street to the depot.

Chestnut street branch.—Depot, Forty-second and Chestnut streets. On Forty-second street to Baltimore avenue; return on Forty-second to Chestnut, to Front, to Walnut, to Twenty-second, to Chestnut, to the depot.

Darby branch.—Depot, Forty-ninth street and Woodland avenue. From the borough of Darby, in Delaware county, on Darby road to Woodland avenue, to Thirty-second and Market streets; returning by the same route.

McKean street branch.—Depot, Seventh and McKean streets. On McKean street to Ninth, to Spring Garden, to Seventh, to Columbia avenue, to Twenty-fourth; return east on Columbia avenue to Franklin street, to Race, to Seventh, to McKean, place of starting.

Seventh and Ninth street extension.—Depot, Lehigh avenue and Hancock streets. Starting from Broad and Lehigh avenue, east on Lehigh avenue to Ninth street, to Dauphin, to Franklin, to Columbia avenue, to Seventh, to Lehigh avenue, to Broad street.

Belgrade street branch.—Depot, Norris and Thompson streets. Starting from Lehigh avenue and Memphis street, on Memphis to Palmer, to Front and Harrison, on Harrison to Howard, to Columbia avenue, to Franklin, to Thompson, to Marlborough, to Belgrade, to York, to Cedar, to Lehigh avenue, to Memphis, place of starting.

Gray's Ferry branch.—Depot, Twentieth and Wharton streets. Starting from Dickinson and Twenty-second street, north on Twenty-second to Ellsworth, to Twenty-third, to Spruce, to Third, to Dock, to Second, to Pine, to Twenty-second, to Christian, to Twenty-first, to Long Lane, to Dickinson, place of starting. Also, from Spruce on Twenty-third to Callowhill, to Twenty-fifth, to Green; returning on Twenty-fifth to Hamilton, to Twenty-second, to Spruce.

Spring Garden street branch.—Depot, Twenty-third and Brown streets. Starting from Twenty-ninth and Master, on Twenty-ninth to Poplar, to Twenty-fourth, to Brown, to Twenty-third, to Wallace, to Twenty-second, to Spring Garden, to Franklin; return on Spring Garden to Twenty-third, to Brown, to Twenty-seventh, to Poplar, to Twenty-ninth, to Master.

Thirteenth and Fifteenth streets branch.—Depots, at Fifteenth and Cumberland and Thirteenth and Jackson streets. On Fifteenth from Cumberland to Mifflin, to Broad, to Jackson, to Thirteenth, to Cumberland, to place of starting.

North Broad street.—Depot, Fifteenth and Cumberland streets. On Fifteenth and Glenwood avenue, to Broad, to Erie avenue, to Fifteenth street, to Indiana avenue, to Broad street, to Glenwood avenue, to Fifteenth street, to the depot.

Ridge avenue branch.—Depot, Ridge and Susquehanna avenues. Starting at Susquehanna and Ridge avenues, on Ridge avenue to Tenth street, to Arch street, to Second street; returning on Arch street to Ninth street, to Ridge avenue, to the depot.

Manayunk division.—Depot, Ridge and Susquehanna avenues. Starting at Susquehanna and Ridge avenues, on Ridge avenue to Green street, Manayunk, returning same route.

GENERAL BALANCE SHEET.

DR.		CR.	
Cash,	\$358,355 29	Capital stock,	\$7,485,800 00
Stocks,	3,275,560 69	Bonds,	1,137,560 00
Equipment,	610,240 83	Open accounts,	1,928,797 09
Construction,	569,494 55		
Open accounts,	5,738,505 73		
Total,	\$10,552,157 09	Total,	\$10,552,157 09

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: Dividends declared November 29, 1892, May 8, 1893. Six per cent. on par value of capital stock.

Paid in dividends, cash, \$390,000 00

IMPORTANT CHANGES DURING THE YEAR.

Philadelphia Traction Company leased Ridge Avenue Passenger Railway Company, for the term of 999 years, from September 1, 1892.

PITTSBURGH, ALLEGHENY AND MANCHESTER PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Frederick Gwinner,	Allegheny, Pa.
Vice President,	C. L. Magee,	Pittsburgh, Pa.
Secretary,	A. M. Neeper,	Pittsburgh, Pa.
Treasurer,		

DIRECTORS.

NAMES	RESIDENCES.	NAMES.	RESIDENCES.
Frederick Gwinner,	Allegheny, Pa.	George B. Hill,	Allegheny, Pa.
C. L. Magee,	Pittsburgh, Pa.	John H. Dalzell,	do.
Joshua Rhodes,	Allegheny, Pa.		

Title of company: Pittsburg, Allegheny and Manchester Passenger Railway Company.

With what other companies consolidated: Leased to and contracted to be operated by the Pittsburg, Allegheny and Manchester Traction Company, July 25, 1890.

Date of consolidation: Lease and contract to Pittsburg, Allegheny and Manchester Traction Company, executed July 25, 1890.

General offices of the company at Liberty and Market streets, Pittsburg, Pa.

For information relating to this report, address A. M. Neeper, secretary, Pittsburg.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated April 12, 1859. Main line and branches constructed and operated from time to time, from date of incorporation to summer of 1866. Capital stock fixed by charter at \$75,000.00 and increased from time to time to \$350,000.00.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Main line.—From corner Union and Liberty avenues in city of Pittsburg, to Sixth street, to Suspension Bridge, to Federal street, Allegheny to West Ohio street, to Western avenue, to Bidwell street, to Pennsylvania avenue, to Beaver avenue, to Island avenue.

Rebecca street branch.—Leave main line, corner Lacock and Federal streets, thence via Lacock, to Craig street, to Rebecca street, to Beaver avenue, to Island avenue.

East Ohio street (Troy Hill branch).—Leaves main line corner Federal street, thence via East Ohio street to line of Duquesne borough.

Duquesne Way branch.—Leaves main line at Sixth street and Duquesne Way, thence via Duquesne Way to Fifth street, to Liberty avenue, to Sixth street, to main line.

GENERAL BALANCE SHEET.

DR.		CR.	
Real estate,	\$124,998 55	Capital stock,	\$350,000 00
Pittsburgh, Allegheny and Manchester Traction Company,	210,642 91		
Cash,	300 00		
Profit and loss,	14,058 54		
Total,	\$350,000 00	Total,	\$350,000 00

PITTSBURGH, ALLEGHENY AND MANCHESTER TRACTION COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	John H. Dalzell,	Allegheny, Pa.
Vice President,	Joshua Rhodes,	Allegheny, Pa.
Secretary,	A. M. Neeper,	Pittsburgh, Pa.
Treasurer,	William Montgomery,	Pittsburgh, Pa.
General Manager,	G. F. Greenwood,	Allegheny, Pa.
Superintendent,	John S. Irvin,	Allegheny, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
John H. Dalzell,	Allegheny, Pa.	Frederiek Gwinuer,	Allegheny, Pa.
Joshua Rhodes,	do.	William Eberhardt,	do.
George B. Hill,	do.		

Title of company: Pittsburgh, Allegheny and Manchester Traction Company.
By whom is the road operated: Pittsburgh, Allegheny and Manchester Traction Company.
With what other companies consolidated: This company has leased and agreed to operate the Pittsburgh, Allegheny and Manchester Passenger Railway Company and the Pittsburgh Union Passenger Railway Company.
Date of consolidation: Date of leases: July 25, 1891, term of lease of Pittsburgh, Allegheny and Manchester Passenger Railway Company, 999 years; term of Pittsburgh Union Passenger Railway Company, 985 years.
General offices of the company at corner Market and Liberty streets, Pittsburgh, Pa.
For information relating to this report, address A. M. Neeper, secretary, Pittsburgh, Pa.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was organized December 14, 1889, with a capital stock of \$5,000.00, 100 shares, par value \$50.00, which was increased to \$3,000,000.00 May 29, 1890.
After the increase of the capital stock, on July 25, 1890, the company leased the property and franchises of the Pittsburgh, Allegheny and Manchester Passenger Railway Company, for the term of 999 years. And on the same date the property and franchises of the Pittsburgh Union Passenger Railway Company, for the term of 985 years, having previously contracted to equip their roads with necessary apparatus, and to operate the same as electric roads.
On August 4, 1890, the contract for reconstruction of the passenger railways was let.
The foundation of road bed was constructed with concrete, in which were laid oak ties, the rail being the girder flange rail mounted upon chairs fixed to the ties.
The over-head system of wiring is used in the operation of the road.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: From corner Sixth and Liberty streets, Pittsburgh, along Sixth to Suspension Bridge, to Allegheny City; thence via Federal street, West Ohio street, Western avenue, Bidwell street, Pennsylvania avenue, to Beaver avenue, along Beaver and Island avenues, to Preble avenue; from Federal street along East Ohio street, to Chestnut street; from Federal street, along Lacock street to Craig street, to Rebecca street, to Beaver avenue, to Pennsylvania avenue; from Federal street along Robison street, to School street, to South avenue, to Allegheny avenue, to Franklin street, to Sedgwick street, to Washington avenue, to Beaver avenue. On Franklin street from Sedgwick street to Fulton street, to Washington avenue. On Preble avenue, from Island avenue, to Hanover street, to McCleue avenue, to Gass avenue. From Suspension Bridge (Pittsburg end), along Dupquesne Way, to Fifth street, to Liberty street, to Market street. Connects with Citizen's Traction Company, Pittsburgh Traction Company, Union Passenger Railway Company and Federal Street and Pleasant Valley Railway Company.

Union Line: From corner Fifth avenue and Market street, Pittsburg, along Fifth avenue, to Liberty street, to Fifth street, to Penn avenue, to Water street, to Union bridge, across bridge to Grant avenue, Allegheny City; thence along Grant avenue, South avenue, Allegheny avenue, Franklin street, Fulton street, Washington avenue, Market street, and Stanton avenue, to car-house; thence along Prehle avenue, Hanover street, McClure avenue to Woods Run avenue, the terminus. Connects with Pittsburg, Allegheny and Manchester Passenger Railway Company and Pittsburg West End Railway Company.

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 05
Tickets in packages of fifty, sold for,	2 45

GENERAL BALANCE SHEET.

DR.		CR.	
Stock Pittsburg, Allegheny and Manchester Passenger Railway Company,	\$2,450,000 00	Capital stock,	\$3,000,000 00
Stock Pittsburg Union Passenger Railway Company,	464,566 67	Funded debt,	1,455,000 00
Stock Union Bridge Co.	612 50	Bonds Pittsburg Union Passenger Railway Company,	100,000 00
Stock Pittsburg Produce Exchange Co., ..	10 00	Personal property Pittsburg, Allegheny and Manchester Passenger Railway Company, ...	\$60,142 39
Investment acc't stock Pittsburg, Allegheny and Manchester Traction Company,	1,928 57	Personal property Pittsburg Union Passenger Railway Company, ..	22,405 55
Real estate,	\$2,917,117 74	Bills payable,	\$2,547 94
Construction,	47,540 00	Accounts payable,	227,500 00
Equipment,	967,607 70	Profit and loss,	3,212 03
Lease Pittsburg, Allegheny and Manchester Passenger Railway Company,	456,091 28		122,451 29
Lease Pittsburg Union Passenger Railway Company,	\$252,289 81		
Cash,	135,876 30		
Treasurer stock Pittsburg, Allegheny and Manchester Traction Co.	388,166 11		
Bonds in hands of treasurer,	33,755 10		
	80,433 33		
	100,000 00		
Total,	\$4,990,711 26	Total,	\$4,990,711 26

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: January 20, 1893, 2 1-2 per cent. on 53,351 1-3 shares, \$72,939.16.	
Paid in dividends, cash,	\$72,939 16
Balance for the year, or surplus,	\$42,624 44
Surplus at commencement of the year,	79,826 85
Total surplus balance, June 30, 1893,	\$122,451 29

PITTSBURGH, AND BIRMINGHAM PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	H. Sellers McKee,	Pittsburgh, Pa.
Secretary,	F. J. Tener,	Osborne, Pa.
Treasurer,	Miller Elliott,	Pittsburgh, Pa.
General Superintendent,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
H. S. McKee,	Pittsburgh, Pa.	Thos. M. McKee,	Pittshurgh, Pa.
D. E. Brickell,	do.	E. E. Denniston,	Philadelphia, Pa.
M. A. Verner,	do.		

Date of annual meeting for election of directors: Second Tuesday in October.
Title of company: Pittsburg and Birmingham Passenger Railroad Company.
By whom is the road operated: Pittsburg and Birmingham Traction Company.
General offices of the company at Pittsburg, Pa.
For information relating to this report, address T. J. Tener, secretary.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter issued July 5, 1859.
Leased November 19, 1889 to Pittsburg and Birmingham Traction Company.

GENERAL BALANCE SHEET.

DR.		CR.	
Real estate,	\$63,800 00	Capital stock,	\$200,000 00
Construction,	124,789 08	Bond and mortgage,	75,000 00
Equipment,	55,451 04	Pittshurgh and Birmingham Traction Company,	287 51
Profit and loss,	31,247 39		
Total,	\$275,287 51	Total,	\$275,287 51

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: December 14, 1892, paid 6 per cent. dividends, \$12,000.00.

PITTSBURGH AND BIRMINGHAM TRACTION COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	H. Sellers McKee,	Allegheny, Pa.
Vice President,	D. C. Brickell,	Pittsburgh.
Secretary,	F. J. Tener,	Osborne, Pa.
Treasurer,	Daniel Beech,	Pittshurgh.
General Superintendent,	Miller Elliott,	Pittsburg.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
H. Sellers McKee,	Allegheny, Pa.	T. H. Given,	Pittshurgh, Pa.
D. Z. Brickell,	Pittsburgh, Pa.	E. E. Denniston,	Philadelphia.
Thomas M. McKee,	Allegheny, Pa.	Thomas H. Bakewell,	New York.
M. A. Verner,	Pittsburgh, Pa.		

Date of annual meeting for election of directors: Second Tuesday in October.
Title of company: Pittsburg and Birmingham Traction Company.
By whom is the road operated: Pittsburg and Birmingham Traction Company.
General offices of the company at Pittsburg, Pa.
For information relating to this report, address F. J. Tener, secretary.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Letters patent issued to Pittsburg and Birmingham Traction Company, August 15, 1889.

Pittsburg and Birmingham Passenger Railroad Company, including the South Side Passenger Railroad Company, leased November 19, 1889, to the Pittsburg and Birmingham Traction Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Main line: From Carson and Thirty-fourth street, along Carson, west to an over bridge, to Smithfield street, along Smithfield street to Liberty street, along Liberty street to Union depot, thence returning by same route.

Short Line: From South Thirtieth and Carson streets, along Thirtieth street to Sarah street, along Sarah street to Tenth street, along Tenth street to and over the Birmingham Bridge to Second avenue, along Second avenue to Grant street, along Grant street to Third avenue, along Third avenue to Market street, along Market street to Fourth avenue, along Fourth avenue to Grant street, along Grant street to Second avenue, thence returning to Thirtieth and Carson street by same route. Also, from Twenty-eighth and Jane streets, along Jane street to Eighteenth street, along Eighteenth street to Sidney street, along Sidney street to Seventeenth street, along Seventeenth street to Bingham street, along Bingham street to Sixth street, being single track and connecting at Tenth street with "Short Line" above mentioned.

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 05
Tickets in packages as desired, sold for,	5 ct. rate.

GENERAL BALANCE SHEET.

DR.		CR.	
Property and railway,	\$2,895,750 00	Capital stock,	\$3,000,000 00
Improvement,	1,624,267 07	Profit and loss,	111,231 17
Stock in Monongahela Water Company,	900 00	Bonds and mortgage,	1,500,000 00
Cash,	10,408 34	Guaranteed bonds,	594,000 00
Stocks in other companies,	698,250 00	Bills payable,	22,826 69
Horses,	700 00	Accounts payable,	30,062 89
Accounts receivable,	8,857 08	Accrued bond interest and unpre-	
Monongahela Bridge Company,	171,433 24	sented coupons,	35,414 98
		Debenture bonds,	117,000 00
Total,	\$5,410,565 73	Total,	\$5,410,565 73

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: February 6, 1893, paid 2 per cent. dividend, viz. \$60,000.00.

Paid in dividends, cash,	\$60,000 00
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IMPORTANT CHANGES DURING THE YEAR.

The new single track line, from Twenty-eighth and Jane streets, to Sixth street, as described, was put in operation.

PITTSBURG INCLINE PLANE COMPANY.

OFFICERS.

TITLE.	NAMES.
President,	J. F. Grimes.
Secretary,	*Robert C. Cornelius.
Treasurer,	

* Until August 1, 1893: John P. Moore since then.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
J. F. Grimes,	Pittsburg, Pa.	E. J. Mathews,	Philadelphia, Pa.
Francis Rawle,	Philadelphia, Pa.		

Title of company: Pittsburg Incline Plane Company.
 By whom is the road operated: Pittsburg and Birmingham Traction Company, under lease since December 1, 1891.
 For information relating to this report, address F. J. Tener, secretary, Pittsburg and Birmingham Traction Company, Pittsburg, Pa.

STOCK AND DIVIDENDS.

Paid in dividends, cash,	\$13,599 00
Balance for year, or surplus,	\$617 22
Surplus invested as follows:	
Cash,	\$617 32

PITTSBURGH, OAKLAND AND EAST LIBERTY PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Wm. L. Elkins,	Philadelphia, Pa.
Secretary,	J. G. Traggardh,	Pittsburgh, Pa.
Treasurer,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Wm. L. Elkins,	Philadelphia, Pa.	George W. Elkins,	Philadelphia, Pa.
P. A. B. Widener,	Philadelphia, Pa.	Wm. Flinn,	Pittsburgh, Pa.
George W. Elkins,	Pittsburgh, Pa.	George C. Wilson,	Pittsburgh, Pa.
C. L. Magee,	Pittsburgh, Pa.		

Date of annual meeting for election of directors: Fourth Monday of January of each year.
 The property and franchises of Pittsburg, Oakland and East Liberty Passenger Railway Company, were on the 17th day of June, 1887, leased to the Pittsburg Traction Company, for the term of 99 years, which company has since that date operated the road, and, as to all questions hereinafter put and to which no answers are appended, you are respectfully referred to the report of that company.
 General offices of the company at 6006 Penn avenue, Pittsburg.
 For information relating to this report, address J. G. Traggardh, secretary, 6006 Penn avenue, Pittsburg.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of corporate charter, April 8, 1859.

PITTSBURGH TRACTION COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President.	George W. Elkins.	Pittsburgh.
Vice President.	C. L. Magee.	do.
Secretary.	John G. Traggardh.	do.
Treasurer.		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
George W. Elkins.	Pittsburgh.	C. L. Magee.	Pittsburgh.
P. A. B. Widener.	Philadelphia.	Wm. Flinn.	do.
Wm. L. Elkins.	Philadelphia.	George C. Wilson.	do.
George W. Elkins.	Philadelphia.		

Date of annual meeting for election of directors: Fourth Monday of January.

Title of company: The Pittsburg Traction Company.

By whom is the road operated: The Pittsburg Traction Company.

With what other companies consolidated: The Pittsburg, Oakland and East Liberty Passenger Railway Company and the Central Transit Company.

Date of consolidation: June 17, 1887.

General offices of the company at 6006 Penn avenue, Pittsburg.

For information relating to this report, address John G. Traggardh, secretary, 6006 Penn avenue, Pittsburg.

What kind of power is used for propelling the cars on your road: Cable and electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Pittsburg Traction Company was organized April 14, 1887, with an authorized capital of \$2,500,000.00, payable in installments. Up to date, \$1,900,000.00 of this has been paid in.

After securing control of the Pittsburg, Oakland and East Liberty Passenger Railway Company, the work of changing said road from horse-power to cable was commenced, and by November, 1888, the whole line, including that part of Central Transit Company, from Wylie avenue to its terminus at Liberty avenue, was operated by cable.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: From Liberty street through Fifth avenue to Shady avenue; thence by Penn avenue to company's East Liberty depot; thence returning by Highland avenue to starting point.

RATE OF FARE FOR PASSENGERS.

Single fare.	\$0 05
Tickets in packages of five hundred, sold for,	25 00

GENERAL BALANCE SHEET.

DR.		CR.	
Permanent investment and real estate.	\$1,274,983 44	Capital stock.	\$2,500,000 00
Construction.	1,271,429 24	First mortgage coupon bonds.	750,000 00
Equipment.	173,557 30	Mortgage lot on Fifth avenue.	10,000 00
Cash.	39,773 69	Vouchers for monthly supplies.	4,715 18
Instalments not yet collected,	600,000 00	Surplus.	95,028 49
Total,	\$3,359,743 67	Total,	\$3,359,743 67

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: January 25, 1893, \$1.50 cents per share.

Paid in dividends, cash, \$75,000 00

PITTSBURGH UNION PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	J. W. Dalzell,	Allegheny, Pa.
Secretary,	A. M. Neeper,	Pittsburgh, Pa.
Treasurer,	Wm. Montgomery,	Pittsburgh, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
J. W. Dalzell,	Allegheny, Pa.	John H. Dalzell,	Allegheny, Pa.
C. L. Magee,	Pittsburgh, Pa.	Wm. Montgomery,	Pittsburgh, Pa.
Joshua Rhodes,	Allegheny, Pa.	George B. Hill,	Allegheny, Pa.
Fred'k Gwinner,	Allegheny, Pa.		

Title of company: Pittsburg Union Passenger Railway Company.

By whom is the road operated: Pittsburg, Allegheny and Manchester Traction Company.

With what other companies consolidated: Leased to above Traction company.

Date of consolidation: Leased July 25, 1890.

General offices of the company at Market and Liberty streets, Pittsburg, Pa.

For information relating to this report, address A. M. Neeper, secretary, Pittsburg, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Union Passenger Railway Company: Articles of association dated October 3, filed November 2, 1878, letters patent issued November 2, 1878.

Pittsburg Union Passenger Railway: Articles of association dated August 27, 1879, filed August 3, 1879. Letters patent issued August 30, 1879.

The above companies were consolidated August 26, 1881, under name of Pittsburg Union Passenger Railway Company, and a copy of the articles of consolidation was forwarded to the Secretary of State on same day.

The track was laid during the spring and summer of 1881, and the first cars were run in the latter part of July, 1881.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: From corner Fifth avenue and Market street, along Fifth avenue, Liberty street, Fifth street, Penn avenue, and Water street, to Union bridge, across bridge to Grant avenue, to South avenue, to Allegheny avenue, to Franklin street, Fulton street, Washington avenue, Market street, and Stanton avenue, to stable and car-house; thence along Preble avenue, Hanover street, McClure avenue, to Woods Run avenue, the terminus. Connects with Pittsburg, Allegheny and Manchester Passenger Railway Company and Pittsburg West End Railway Company.

GENERAL BALANCE SHEET.

DR.		CR.	
Real estate,	\$14,878 85	Capital stock,	\$82,755 00
Profit and loss,	56,245 41		
Pittsburgh, Alleg. & Man. Tract. Co.,	11,447 25		
Cash,	183 49		
Total,	\$82,755 00	Total,	\$82,755 00

PITTSBURG AND WEST END PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	John C. Reilly,	Pittsburg.
Vice President,	Thos. S. Bigelow,	do.
Secretary,	Wm. V. Callery,	do.
Treasurer,	Wm. J. Burns,	do.
General Manager,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
J. C. Reilly,	Pittsburg.	Jas. D. Callery,	Pittsburg.
Thos. S. Bigelow,	do.	W. V. Callery,	do.
Wm. J. Burns,	do.		

Date of annual meeting for election of directors: Second Monday in January.
Title of company: Pittsburg and West End Passenger Railway Company.
By whom is the road operated: Wm. J. Burns.
General offices of the company at West Carson street, at Point Bridge.
For information relating to this report, address Wm. J. Burns, treasurer and general manager.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The charter of the Pittsburg and West End Passenger Railway Company, was granted March 26, 1879. City ordinances passed and road constructed and put in operation on July 4, same year. The road was operated by horse and mule power until December 3, 1892, when electrical power was introduced and has been operated by same up to present time.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Starting at Fifth avenue and Market street, Fifth avenue to Liberty street, to Fifth street, to Penn avenue, to Water street, to Point bridge, over Point bridge to West Carson street, to Main street, to Wabash street, to old stables in Thirty-sixth ward. Branch or extension from Point bridge, east on Carson street to Monongahela bridge, and west on Carson street to city line; then on Chartiers and Robinson township turnpike road to McKee's Rocks borough; along Chartiers avenue to P., C. & Y. R. R. crossing. Branch from Chartiers avenue and River avenue, along River avenue to Shingiss street, to Phoenix Park.
The Union Passenger Railway Company connects with this line at Penn and Water streets. The Second avenue Traction Company connects with this line at Penn and Fourth streets, and at city station, with Citizen's Cable, Pittsburg Cable and Pittsburg, Allegheny and Manchester Traction Company, at Point bridge with Pittsburg, Columbus and St. Louis Railroad and Pittsburg and Lake Erie Railroad, and Duquesne Incline Plane at Carson and Steuben streets; with Little Sawmill Run Railroad, at Carson and Monongahela bridge; with Pittsburg and Birmingham Traction Company and Mt. Washington Incline.

RATE OF FARE FOR PASSENGERS.

Single fare, main line,	\$0 05
McKee's Rocks,	10
Tickets in books of fifty, on McKee's Rocks branch sold for,	3 50

GENERAL BALANCE SHEET.

DR.		CR.	
Plant (franchises and rights of way),	\$1,375,939 86	Capital stock,	\$1,500,000 00
Construction,	488,486 94	Bonds,	450,000 00
Equipment,	129,944 63	Bills payable,	56,000 00
Sundries,	10,370 25	Profit and loss account,	5,934 37
Cash,	5,193 09		
Total,	\$2,009,934 77	Total,	\$2,009,934 77

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: December 31, 1892, cash, \$2.50 per share on 4,000 shares; June 30, 1893, cash, 1 per cent. on 30,000 shares.

Paid in dividends, cash,	\$25,000 00
Balance for the year, or surplus,	\$3,934 77
Surplus at commencement of the year,	244 37
Total surplus,	\$3,690 40
Surplus invested as follows:	
Material, fuel and stores,	\$700 09

IMPORTANT CHANGES DURING THE YEAR.

Changed from horse to electric power. Construction and entire equipment new, first-class. Road bed nine inches of broken stone, gravel and block stone paving. Cross-ties 6 by 8 and 6 by 12 oak. Span three feet from centre girder. Rail seventy-two inch, seventy-eight pounds. Power house and car barn of brick and iron. Located at Point Bridge, on Carson street. Offices, car-barn, workshop and power plant at this place.

PITTSTON STREET CAR COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	J. H. Hollenback,	Wilkes-Barre, Pa.
Secretary,	C. J. Swan,	Wilkes-Barre, Pa.
Treasurer,	Jno. Graham,	Carlisle, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
J. W. Hollenback,	Wilkes-Barre, Pa.	C. J. Swan,	Wilkes-Barre, Pa.
W. G. Eno,	Plymouth, Pa.	Isaac Thomas,	do.
Geo. Johnson,	Pittston, Pa.	John Graham,	do.

Title of company: Pittston Street Car Company.

By whom is the road operated: By its officers.

General offices of the company at Wilkes-Barre, Pa.

For information relating to this report, address C. J. Swan, secretary.

What kind of power is used for propelling the cars on your road: Horse power.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized as Pittston Street Car Company, September 21, 1892.

This road was originally chartered as the Pittston Passenger Railway Company, by Act of Legislature, passed in the year 1873, and operated by said company until the month of February, 1882, when it was sold by the sheriff of Luzerne county to satisfy the bondholders. It was then reorganized January 1, 1883, under its present name of The Pittston Street Car Company, and has been operated by that company to date.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Beginning at the intersection of Main and Railroad streets, thence along and upon said Main street to the junction of The Lehigh Valley and the Bloomsburg division of the Delaware, Lackawanna and Western Railroad, one and three-fourths miles in length.

RATE OF FARE FOR PASSENGERS.

Single fare, \$9 05

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and real estate, . . .	\$12,538 50	Capital stock,	\$10,000 00
Cash,	1,078 46	Operating expense,	3,616 96
Total,	\$13,616 96	Total,	\$13,616 96

PITTSTON, MOOSIC AND PLEASANT VALLEY STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	John J. Patterson,	Mifflintown, Pa.
Secretary,	John Graham,	Wilkes-Barre, Pa.
Treasurer,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
John J. Patterson,	Mifflintown, Pa.	W. F. Sadler,	Carlisle, Pa.
G. M. Lewis,	Wilkes-Barre, Pa.	Robert McMeen,	Mifflintown, Pa.

Title of company: The Pittston, Moosic and Pleasant Valley Street Railway Company.
By whom is the road operated: Operated by and leased to the Wilkes-Barre and Wyoming Valley Traction Company, in which report the earnings of the road are recorded.
General offices of the company at Wilkes-Barre, Pa.
For information relating to this report, address John Graham.
What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered February 5, 1891.

PLYMOUTH STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	John J. Patterson,	Mifflintown, Pa.
Secretary,	John Graham,	Wilkes-Barre, Pa.
Treasurer,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
John J. Patterson,	Mifflintown, Pa.	R. McMeen,	Mifflintown, Pa.
J. P. Reynolds,	Wilkes-Barre, Pa.	W. F. Sadler,	Carlisle, Pa.
G. M. Lewis,	Wilkes-Barre, Pa.		

Title of company: Plymouth Street Railway Company.
By whom is the road operated: Operated and leased to the Wilkes-Barre and Wyoming Valley Traction Company. In whose report the earnings of the road are recorded.
General offices of the company at Wilkes-Barre, Pa.
For information relating to this report, address John Graham.
What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered January 10, 1891.

POTTSTOWN PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President.	George W. Malsberger,	Pottstown, Pa.
Secretary,	Calvin Fegely,	do.
Treasurer,	L. P. Muthart,	do.
General Superintendent,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
George W. Malsberger,	Pottstown, Pa.	Wm. S. Ellis,	Pottstown, Pa.
Calvin Fegely,	do.	Jacob C. Sotter,	do.
J. A. Healy,	do.		

Date of annual meeting for election of directors: Second Monday in January.
Title of company: The Pottstown Passenger Railway Company.
By whom is the road operated: The Pottstown Passenger Railway Company.
General offices of the company at Pottstown, Pa.
For information relating to this report, address Geo. W. Malsberger, president, Pottstown, Pa.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter granted July 3, 1890.
Borough franchises granted by councils in October, 1892. Operations begun in March, 1893.
Trial trip of cars made June 10, 1893. Road opened to the general public, June 15, 1893.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: On High street from the western to the eastern borough line, a distance of 17,178 feet. On Perkiomen and Reading turnpike from eastern borough line to Saratoga, a distance of 9,178 feet. On private property of the company to terminus at Saratoga Park, a distance of 2,790 feet.

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 05
Tickets in packages of twenty-five, sold for,	1 00

GENERAL BALANCE SHEET.

DR.		CR.	
Construction.	\$41,199 23	Capital stock.	\$40,500 00
Equipment.	21,273 47	Unfunded debt.	20,000 00
Real estate.	13,639 67	Bills payable.	15,842 13
Stock on hand.	67 08	Profit and loss.	373 48
Organization.	535 16		
Total.	\$76,715 61	Total.	\$76,715 61

PUNXSUTAWNEY STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President.	S. E. Wilson.	Punxsutawney, Pa.
Vice President.	J. K. North.	do.
Secretary.	A. J. Truitt.	do.
Treasurer.		
General Superintendent.	L. C. Myers.	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
S. E. Wilson.	Punxsutawney, Pa.	L. W. Robinson.	Punxsutawney, Pa.
J. K. North.	do.	A. J. Truitt.	do.

Date of annual meeting for election of directors: Second Monday in January of each year.
 Title of company: Punxsutawney Street Passenger Railway Company.
 By whom is the road operated: Punxsutawney Street Passenger Railway Company.
 General offices of the company at Punxsutawney, Jefferson county, Pa.
 For information relating to this report, address A. J. Truitt, secretary.
 What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Articles of association January 29, A. D. 1892, letters patent February 1, A. D. 1892, begun operations August 17, A. D. 1892, chartered for ninety-nine years. Affairs of company to be controlled by a president and four directors. Length of road as chartered, as near as may be three miles. March 10, A. D. 1892, three extensions were made on resolutions of the board of directors. Road constructed by contract (except a few items), during summer A. D. 1892.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Beginning at a point on Mahoning avenue near Pennsylvania and North Western Railway station; thence westerly along Mahoning avenue across the upper iron bridge along Mahoning and West Mahoning streets, all in Punxsutawney borough, Jefferson county, Pa.; thence westerly along Main street in Clayville borough, Jefferson county, Pa., to intersection of said Main street with North Main street in said Clayville borough, thence returning by same route to place of beginning, being 7,576 1-2 feet in length, with an extension from main line in Punxsutawney borough, at intersection of Mahoning and Findley streets, thence northerly along Findley street to Buffalo, Rochester and Pittsburgh Railway station, being 855 1-2 feet. Total length of line operated 8,432 feet.

RATE OF FARE FOR PASSENGERS.

Single fare.	\$0 05
Tickets in packages of six, sold for.	25
Tickets in packages of fifty, sold for.	2 00

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and equipment, including real estate, \$400, power house and car barn, \$1,500,	\$36,790 42	Capital stock,	\$18,000 00
Material (estimated),	19 56	Funded debt,	14,000 00
Owing from the Jefferson Electric Light, Heat and Power Company,	339 15	Unfunded debt, present amount of note,	600 00
Cash on hand,	33 33	Unfunded debt paid (note was \$2,500, and we used receipts \$2,290.42 balance),	4,190 42
		Assets to apply on present indebtedness,	392 04
Total,	\$37,182 46	Total,	\$37,182 46

READING CITY PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	B. F. Owen,	545 Centre avenue, Reading, Pa.
Vice President,	James L. Douglas,	211 South Fifth street, Reading, Pa.
Secretary,	Henry A. Muhlenberg,	200 N. Fourth and 520 Washington sts., Reading, Pa.
Treasurer,	Samuel C. Rigg,	
General Superintendent,		

DIRECTORS.

NAMES.	RESIDENCES.
B. F. Owen, President,	545 Centre avenue, Reading, Pa.
James L. Douglas, Vice President,	211 South Fifth street, Reading, Pa.
William R. McIlvain,	210 North Fifth street, Reading, Pa.
Matthew Harbster,	722 Centre avenue, Reading, Pa.
William A. Sands,	428 Walnut street, Reading, Pa.
Albert Thalheimer,	105 North Eighth street, Reading, Pa.
Charles H. Schaeffer,	226 North Fifth street, Reading, Pa.
John Rich,	630 Centre avenue, Reading, Pa.
Henry A. Muhlenberg,	200 North Fourth and 520 Washington streets, Reading, Pa.

Date of annual meeting for election of directors: Second Tuesday in January.

Title of company: The Reading City Passenger Railway Company.

By whom is the road operated: The Reading City Passenger Railway Company up to March 31, 1893, after that date by the Reading Traction Company under a lease for ninety-nine years.

With what other companies consolidated: The Perkiomen Avenue Passenger Railway Company.

Date of consolidation: The legal consolidation took place April 1, 1889, under the name of the Reading City Passenger Railway Company, by virtue of resolution of the board of directors. The two corporations were operated and the accounts kept as separate organizations until June 30, 1889.

General offices of the company at northeast corner (second floor), Fifth and Penn streets, Reading, Pa.

For information relating to this report, address B. F. Owen, or Henry A. Muhlenberg.

What kind of power is used for propelling the cars on your road: Horse power up until the date of this report, namely March 31, 1893.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Reading City Passenger Railway Company was incorporated by Act of the General Assembly of the Commonwealth of Pennsylvania, approved December 18, 1873. See Pamphlet Laws of 1874, appendix, page 463, etc.

The Penn Street Passenger Railway Company was incorporated by Act of the General Assembly of the Commonwealth of Pennsylvania, approved the 3d day of April, A. D. 1873. See Pamphlet Laws of 1874, appendix, pages 346 and 349.

The Penn Street Passenger Railway Company was reorganized under the name of the Perkiomen Avenue Passenger Railway Company.

The Reading City Passenger Railway Company and the Perkiomen Avenue Passenger Railway Company were consolidated under and by virtue of the Act of the General Assembly of the Commonwealth of Pennsylvania, approved May 16, A. D. 1861.

The legal consolidation took place April, 1889. The name of the consolidated corporation is The Reading City Passenger Railway Company.

For full history of the organization and construction of the original Reading City Passenger Railway Company see report to Department of Internal Affairs, December 31, 1888.

The Reading City Passenger Railway Company, was leased by the Reading Traction Company under lease executed April 14, 1893, but having effect from the first day of April, 1893, for the period of ninety-nine years.

The traction company assumes all the liabilities of the original company. The Reading Traction Company pays semi-annual on the stock of the original company, 8 per cent. for the first year; 9 per cent. for the second year; 10 per cent. for the third year; and 12 per cent. at the expiration of the seventh year. During the balance of the term, the traction company furnishes securities to the amount of \$100,000.00 to equip and run the lines of the original company. Within two years, on the failure to perform all the terms of the lease the whole property, with all improvements reverts at once to the original company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Beginning at foot of Sixth street, north on Sixth street to Windsor street, west on Windsor street to Centre avenue, north on Centre avenue to Robeson street, south on Centre avenue to Fifth street, south on Fifth street to Laurel street, east on Laurel street to Ninth street, north on Ninth street to Cotton street, east on Cotton street to Nineteenth street, north on Nineteenth street to Mineral Spring Park, with a branch on Sixth street from Windsor street to Robeson street, and a branch on Sixth street to Philadelphia and Reading depot.

Also beginning at foot of Third street, north on Third street to Chestnut street, east on Chestnut street to Fourth street, north on Fourth street to Washington street, east on Washington street to Sixth street, north on Sixth street to Walnut street, east on Walnut street to Eleventh street, and north on Eleventh street to Marion street, with branches on Walnut street from Fifth to Sixth streets; on Buttonwood from Fifth to Sixth streets, on Chestnut from Fourth to Fifth streets, and on Washington street from Second to Fourth streets.

Also beginning at foot of Penn street, east on Penn street to Perkiomen avenue, thence on Perkiomen avenue to Nineteenth street, thence along Mineral Springs lane to Mineral Springs, with a branch from Chestnut street and Perkiomen avenue to Mineral Springs.

Also beginning at Tenth and Penn streets, north along Tenth street to Exeter street, west along Exeter street to Ninth street, south along Ninth street to Penn street.

Also beginning at foot of Bingaman street, east along Bingaman street to Eighth, north along Eighth street to Spring street.

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 05
Tickets in packages of six, sold for,	25

GENERAL BALANCE SHEET.

DR.		CR.	
Fifty-sevensquares track at \$1,500 per square,	\$85,500 00	Capital stock, 7,000 sbares at \$50 per share,	\$350,000 00
Fifth street branch, 26 squares, cost,	31,695 42	General mortgage bonds, due in 1909,	112,000 00
Schuylkill avenue branch, 7 squares, cost,	9,258 95	Common bonds, due in 1893, no interest,	6,206 00
Perkiomen avenue passenger railway system, total cost,	157,873 12	Life tickets,	3,000 00
Real estate, Sixth and Minor streets, cost,	18,000 00	Note of company for Sixth branch extension,	7,150 00
Real estate, South Third street, ..	16,000 00	Note of company to pay verdict damage case, No. 51, June term, 1889, both notes paid immediately after April 1, 1893,	4,900 00
Real estate, Tenth and Penn streets, ..	143 50	Profit and loss for difference between value of assets and amount of liabilities including capital stock,	15,534 25
Real estate, Tenth and Exeter sts., ..	15,931 80		
Real estate, Perkiomen avenue, ..	4,250 50		
Second street branch, cost,	1,584 76		
Bingaman street branch, cost,	11,491 02		
Mineral Springs road branch,	11,491 02		
Ninth and Tenth street branch road, cost,	22,621 10		
Eleventh street branch, cost,	7,813 03		
Additional construction as per last report,	1,000 00		
Deysher real estate, South Third st., ..	2,060 75		
Eighth street branch,	20,743 60		
Sixth street branch extension, 1892, ..	7,625 81		
Harness and stable fixtures as per last report,	2,221 20		
Sundry property as per inventory, ..	2,385 00		
Three hundred and thirty-three horses exclusive of eighty horses that belonged to Perkiomen Avenue Passenger Railway Company, i. e., 253 horses at \$125 per horse,	31,525 00		
Seventy-six passenger cars exclusive of twenty-three cars that belonged to Perkiomen Avenue Passenger Railway Company, i. e., fifty-three cars at \$400 per car, ..	22,200 00		
Due March 31st from Reading Traction Company to pay notes, \$7,448.07 and \$4,850.60, total,	12,338 67		
Cash on hand March 31, 1893, estimated,	3,000 00		
Total,	\$498,784 25	Total,	\$498,784 25

STOCK AND DIVIDENDS.

Amount of stocks issued as stock dividends and dates of issue: There has at no time during the existence of the original Reading City Passenger Railway Company, or since the consolidation of that company with the Perkiomen Avenue Passenger Railway Company, under the name of the first mentioned company, been any issue of stock as a stock dividend.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 13, 1892, dividend No. 16, 3 per cent. on \$350,000.00; \$10,500.00 paid in cash, on and after the above date; January 7, 1893, dividend No. 17, 3 per cent. on \$350,000.00; paid in cash, on and after the above date, \$10,500.00; Total, \$21,000.00.

Paid in dividends, cash,	\$21,000 00
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READING AND SOUTH WESTERN PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Jas. W. Shepp,	Reading, Pa.
Vice President,	J. B. Sterley,	do.
Secretary,	V. S. Seltzer,	do.
Treasurer,	George W. Keim,	do.
General Manager,		
General Superintendent,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
D. B. Shepp,	Reading, Pa.	G. Fred. Mertz,	Reading, Pa.
J. H. Rothermel,	do.	C. T. Fox,	Reading, Pa.
Nicholas Rothermel,	do.	H. Parker,	Philadelphia, Pa.
J. B. Sterley,	do.	A. M. Siocum,	Philadelphia, Pa.
W. Van Reed,	do.	Robt. L. Parkinson,	Philadelphia, Pa.
H. C. Geissler,	do.	Wm. Rehman,	Philadelphia, Pa.

Date of annual meeting for election of directors: Second Monday in January of each year.
Title of company: Reading and Southwestern Street Railway Company.
By whom is the road operated: By the company.
General offices of the company at Reading, Pa.
For information relating to this report, address V. S. Seltzer, secretary.
What kind of power is used for propelling the cars on your road: Electric power.

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 05
Tickets in packages of fifty, sold for,	3 00

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	\$144,943 54	Capital,	\$130,000 00
Material on hand,	1,500 00	Bills payable,	14,943 54
Cash,	1,564 25	Current account,	1,509 18
Bill receivable,	176 35	Surplus,	1,731 42
Total,	\$147,184 14	Total,	\$147,684 14

READING TRACTION COMPANY. *

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	John A. Rigg,	Reading, Pa.
Vice President,	J. P. Ilsley,	Philadelphia, Pa.
Secretary,	C. Ford Stevens,	Philadelphia, Pa.
Treasurer,	M. C. Aulenbach,	Reading, Pa.
Auditor and Assistant Treasurer,	John A. Rigg,	Reading, Pa.
General Manager,	Samuel E. Rigg,	Reading, Pa.
General Superintendent,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
J. P. Ilsley,	Philadelphia, Pa.	Charles A. Pearson, Jr.,	Philadelphia, Pa.
Richmond L. Jones,	Reading, Pa.	C. Ford Stevens,	do.
E. E. Denniston,	Philadelphia, Pa.		

Date of annual meeting for election of directors: First Tuesday in October.
Title of company: Reading Traction Company.
By whom is the road operated: Reading Traction Company.
With what other companies consolidated: Reading City Passenger Railway Company and East Reading Electric Railway Company, under lease.
Date of consolidation: April 1, 1893, with Reading City Passenger Railway Company and May 1, 1893, with East Reading Electric Railway Company, both under lease for ninety-nine years.
General offices of the company at Reading, Pa.
For information relating to this report, address M. C. Aulenbach, Reading, Pa.
What kind of power is used for propelling the cars on your road: Horse and electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Reading Traction Company, organized under Act of March 22, 1887, entitled "An Act to provide for the incorporation and regulation of motor power companies for operating passenger railways, by cables, electrical or other means," letters patent issued and certificate recorded March 9, 1893.
This company leased the Reading City Passenger Railway Company, April 1, 1893, and the East Reading Electric Railway Company, May 1, 1893.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Same as reported by Reading City Passenger Railway Company and East Reading Electric Railway Company.

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 05
Tickets in packages of six, sold for,	25
Coupon books, thirty rides for	1 00

GENERAL BALANCE SHEET.

DR.		CR.	
Property,	\$1,005,692 89	Capital stock,	\$1,000,000 00
Office fixtures,	130 14	First mortgage bonds,	96,000 00
Construction,	44,744 60	Bills payable,	5,845 32
Equipment,	8 74	Accounts payable,	7,345 00
Supplies,	3,052 60	Reinvestment,	5,295 73
Cash,	62,645 19	Profit and loss,	2,545 05
Accounts receivable,	756 94		
Total,	\$1,117,031 10	Total,	\$1,117,031 10

IMPORTANT CHANGES DURING THE YEAR.

Change now being made from horse to electricity.

*Report for the three months ending June 30, 1893.

RIDGE AVENUE PASSENGER RAILWAY COMPNAY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	E. B. Edwards,	Philadelphia.
Secretary,	Wm. S. Blight,	do.
Treasurer,	Wm. Myers,	do.
General Superintendent,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
William S. Carter,*	Philadelphia.	Henry Norris,	Philadelphia.
William S. Grant,	do.	John Lambert,	do.
R. A. F. Penrose, M. D., . . .	do.		

* Died July 9, 1893.

Date of annual meeting for election of directors: Second Monday in January of each year.

Title of company: The Ridge Avenue Passenger Railway Company.

By whom is the road operated: By The Ridge Avenue Passenger Railway Company for July and August, 1892. September 1, 1892, leased to the Philadelphia Traction Company for 999 years.

With what other companies consolidated: The Girard College Passenger Railway Company and The Ridge Avenue and Manayunk Passenger Railway Company.

Date of consolidation: March 8, 1872.

General offices of the company at Ridge and Susquehanna avenues, Philadelphia, Pa.

For information relating to this report, address William S. Blight, secretary.

What kind of power is used for propelling the cars on your road: Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Girard College Passenger Railway Company chartered April 15, 1858.

The road was built during the fall and winter of 1858 and 1859, and the first car was run on the road on March 14, 1859.

The Ridge Avenue and Manayunk Passenger Railway Company chartered March 28, 1859.

The road was built during 1859 and the first car was run on the road in the fall of that same year, 1859.

We were consolidated on March 8, 1872.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: From Manayunk to Second and Arch via Ridge avenue, Tenth and Arch streets; returning, Arch street to Ninth street, then following Ridge avenue to Manayunk. Double track on Ridge avenue and Arch street. Exchange tickets sold with Citizens' Passenger Railway Company, and Lehigh Avenue Passenger Railway Company. Price eight cents.

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 05
Exchange tickets,	08
Tickets in packages of five, sold for,	25

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	\$584,811 00	Capital stock,	\$420,000 00
City of Philadelphia,	227 80	Invested fund (depot, stable, build- ings, etc.),	139,791 49
New paving account,	26,177 60	Profit and loss,	18,376 05
Running expenses, stable, etc.,	38,345 91	Bills payable,	26,000 00
Cash Sept. 1, 1892,	19,869 00	Interest,	156 49
		Railway receipts,	65,107 28
Total,	\$669,431 31	Total,	\$669,431 31

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies
July and August, 1892: July 1, 1892, dividends on 15,000 shares, \$2.50 per share, \$37,500.00.
Paid in dividends, cash, July 1, 1893, \$37,500 00

IMPORTANT CHANGES DURING THE YEAR.

The Ridge Avenue Passenger Railway Company was leased to the Philadelphia Traction Company, on September 1, 1892, for 999 years.

ST. CLAIR INCLINE PLANE COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Wm. S. Hughes,	Pittsburg, Pa.
Secretary,	Will S. Jones,	do.
Treasurer,	R. B. Mellon,	do.
General Superintendent,	Wm. S. Hughes,	do.

DIRECTORS.

NAMES,	RESIDENCES.	NAMES.	RESIDENCES.
Wm. S. Hughes,	Pittsburg, Pa.	James R. Mellon,	Pittsburg, Pa.
Will S. Jones,	do.	Andrew W. Mellon,	do.
Walter S. Mitchell,	do.		

Date of annual meeting for election of directors: January 3, 1893.
Title of company: St. Clair Incline Plane Company.
By whom is the road operated: St. Clair Incline Plane Company.
General offices of the company at 514 Smithfield street, Pittsburg, Pa.
For information relating to this report, address R. B. Mellon.
What kind of power is used for propelling the cars on your road: Steam.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter: September 9, 1885.
Construction of road commenced in 1886 and ended in 1889.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Route north and south (over no streets).
Located in the Twenty-seventh ward, city of Pittsburg.

RATE OF FARE FOR PASSENGERS.

Single fare, \$0 05
Tickets in packages of fifty, sold for, 1 25

GENERAL BALANCE SHEET.

DR.		CR.	
Permanent investment,	\$225,000 00	Capital stock,	\$150,000 00
Cash,	1,221 11	Funded debt,	75,000 00
		Profit and loss,	1,221 11
Total,	\$226,221 11	Total,	\$226,221 11

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: 1893, January 3, 2 1-2 per cent.
Paid in dividends, cash, \$3,750 00

SCHUYLKILL ELECTRIC RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES	RESIDENCES.
President,	J. K. Sigfried,	Pottsville, Pa.
Vice President,	F. G. Yuengling,	Pottsville, Pa.
Secretary,	J. Newlin,	Port Carbon, Pa.
Treasurer,	John F. Zerbey,	Pottsville, Pa.
Auditors,	L. B. Walker,	Pottsville, Pa.
General Manager and Superintendent,	August Knecht,	Pottsville, Pa.
	J. K. Sigfried,	Pottsville, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
R. C. Lutber,	Pottsville, Pa.	J. W. Beecher,	Pottsville, Pa.
F. G. Yuengling,	do	Mathew Beddow,	Minersville, Pa.
D. H. Seibert,	do	J. Newlin,	Port Carbon, Pa.
L. B. Walker,	do	Lewis Graut,	Pottsville, Pa.
August Knecht,	do		

Date of annual meeting for election of directors: Second Monday in January.

Title of company: The Schuylkill Electric Railway Company.

By whom is the road operated: Schuylkill Electric Railway Company.

General offices of company at Pottsville, Schuylkill county, Pa.

For information relating to this report, address general office.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Articles of association dated October 4, 1889.

Letters patent issued October 5, 1889.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: From People's Railway depot on Russel street, to Twelfth street, to Market, westward on Market to Franklin street, in the borough of Yorkville; returning by same way to Twelfth street, thence eastward on Market to Centre, south on Centre to Mauch Chunk, to Worman, south across bridge to Bacon street, in the borough of Palo Alto, south on Bacon street to the borough line, thence along the side of Sharp mountain, in the township of North Manheim, to the upper end of second Tumbling Run dam opposite the Tumbling Run Hotel, returning by same to bridge; thence eastward on Bacon street to bridge, across the Schuylkill river on Coal street, in the borough of Port Carbon, on Coal to Pike, on Pike street to Lawtontown, returning by same route to the place of beginning. From corner of Centre and Market streets, north to Mill street, in Fishbach, in the borough of Pottsville; whole distance, 8 1-3 miles road way, has eight diamond turnouts, two double Y curves and six throw-over turnouts and switches.

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 05
Exchange tickets,	05
Tickets in packages of six, sold for,	25
Excursion tickets, each,	15
Special excursion tickets, each,	10

GENERAL BALANCE SHEET.

DR.		CR.	
Plant and equipment,	\$226,070 57	Capital stock,	\$150,000 00
Real estate,	12,165 50	Funded debt,	70,000 00
Accounts receivable,	710 36	Mortgages on real estate,	8,000 00
Profit and loss,	8,348 38	Bills payable,	12,689 50
		Accounts payable,	4,706 65
		Balance due treasury,	1,898 66
Total,	\$247,294 81	Total,	\$247,294 81

SCHUYLKILL RIVER PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Oliver Hopkinson,	Philadelphia.
Secretary,	Lewis S. Renshaw,	do.
Treasurer,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Matthew Brooks,	Philadelphia.	Samuel W. Woodhouse, . . .	Philadelphia.
J. Hicks Conrad,	do.	Edward Hopkinson,	do.
Joseph Hopkinson,	do.	Lewis Elkins,	do.

Date of annual meeting for election of directors: Second Monday in January.
Title of company: Schuylkill River Passenger Railway Company.
By whom is the road operated: Philadelphia Traction Company.
General offices of the company at 1001 Chestnut street, Philadelphia.
For information relating to this report, address secretary.
What kind of power is used for propelling the cars on your road: Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter approved April 16, 1866.
On December 29, 1866, a lease was executed to the Philadelphia and Gray's Ferry Passenger Railway Company, for the term of ninety-nine years, and on January 1, 1891, the Philadelphia and Gray's Ferry Passenger Railway was leased to the Philadelphia Traction Company for the term of 999 years.
By a provision in the original lease, the stockholders of this company have the right to convert their stock into the stock of the Philadelphia and Gray's Ferry Passenger Railway Company at the rate of five shares for one, consequently all of the said stock has been converted into the stock of the Philadelphia and Gray's Ferry Passenger Railway Company, except one hundred and ninety shares. The lessees paying to the lessors fifty cents a share per annum.

GENERAL BALANCE SHEET.

DR.		CR.	
Road and equipment,	\$47,463 54	Capital stock,	\$50,000 00
Balance of cash paid over to the Philadelphia and Gray's Ferry Passenger Railway Company at time of lease,	2,536 46		
Total,	\$50,000 00	Total,	\$50,000 00

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July, 1892, twenty-five cents per share, 1-2 per cent.; January, 1893, twenty-five cents per share, 1-2 per cent. The above dividends were paid direct to stockholders by the Philadelphia and Gray's Ferry Passenger Railway Company, in accordance with the terms of the lease.

SCRANTON PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President.	R. T. McCabe.	New York.
Vice-President.	H. M. Edwards.	Scranton, Pa.
Secretary and Treasurer.	Horace E. Hand.	Scranton, Pa.
General Manager.	H. H. Archer.	Scranton, Pa.
General Superintendent.	Charles H. Smith.	Scranton, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
R. T. McCabe.	New York.	Isaac Post.	Scranton, Pa.
D. W. Connolly.	Scranton, Pa.	H. M. Edwards.	Scranton, Pa.
F. L. Phillips.	Scranton, Pa.	W. H. Thomas.	New York.
I. L. Post.	Scranton, Pa.		

Date of annual meeting for election of directors: Second Monday in January.

Title of company: The Scranton Passenger Railway Company.

By whom is the road operated: The Scranton Traction Company.

General offices of the company at Scranton.

For information relating to this report, address Horace E. Hand, secretary, Scranton.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Letters patent issued May 9, 1883. Letters patent re-issued May 20, 1889

Leased to and operated by People's Street Railway Company, which was leased to the Scranton Traction Company, November 1, 1892, which company now operates this road.

RATE OF FARE FOR PASSENGERS.

Single fare, \$1 05

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	\$150,000 00	Capital stock.	\$50,000 00
		First mortgage bonds.	100,000 00
Total.	\$150,000 00	Total.	\$150,000 00

SCRANTON SUBURBAN RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President.	R. T. McCabe.	New York.
Vice President.	H. M. Edwards.	Scranton.
Secretary.	Horace E. Hand.	Scranton.
Treasurer.	H. H. Archer.	Scranton.
General Manager.	Chas. H. Smith.	Scranton.
General Superintendent.		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
R. T. McCabe,	New York.	Isaac L. Post,	Scranton.
H. M. Edwards,	Scranton.	Isaac Post,	do.
W. H. Thomas,	New York.	D. W. Connolly,	do.
F. L. Phillips,	Scranton.		

Date of annual meeting for election of directors: Second Monday of January.
Title of company: The Scranton Suburban Railway Company.
By whom is the road operated: The Scranton Traction Company.
With what other companies consolidated: Nay Aug Cross Town Railway Company.
Date of consolidation: May 21, 1889.
General offices of the company at Scranton, Pa.
For information relating to this report, address Horace E. Hand, secretary, Scranton, Pa.
What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Letters patent issued May 21, 1886. Letters patent re-issued May 20, 1889.
The first road east of the Mississippi River which was built to use electricity as motor power and the first in United States to use electricity for lighting the cars. Leased December, 1890, to the People's Street Railway Company of Luzerne County, which was leased to Scranton Traction Company, November, 1892.

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 05
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GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$242,657 50	Capital stock,	\$100,000 00
Cost of equipment,	60,465 67	First mortgage bonds,	200,000 00
Real estate,	9,597 19	Profit and loss, surplus,	12,520 36
Total,	\$312,520 36	Total,	\$312,520 36

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July, 1892, 2 per cent.; January, 1893, 2 per cent., in accordance with terms of lease to People's Street Railway Company.
Paid in dividends, cash, \$4,000 00

SCRANTON TRACTION COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	E. E. Denniston,	Philadelphia, Pa.
Vice President,	J. P. Hsley,	Philadelphia, Pa.
Secretary and Treasurer,	C. Ford Stevens,	Philadelphia, Pa.
Assistant Secretary and Treasurer,	Hsley Noyes,	Scranton, Pa.
General Manager,	H. H. Archer,	Scranton, Pa.
General Superintendent,	Charles H. Smith,	Scranton, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
John P. Hsley,	Philadelphia, Pa.	Stephen E. Haas,	Philadelphia, Pa.
C. Ford Stevens,	do.	James Richardson, Jr.,	Providence, R. I.
E. E. Denniston,	do.		

Date of annual meeting for election of directors: First Wednesday in November.

Title of company: The Scranton Traction Company.

By whom is the road operated: The Scranton Traction Company.

General offices of the company at Scranton, Pa.

For information relating to this report, address Hsley Noyes, Scranton, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

This company was incorporated October 20, 1892, under the Act of March 22, 1887, entitled "An Act to provide for the incorporation and regulation of Motor Power Companies, for operating passenger railways by cables, electrical or other means."

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: From Delaware, Lackawanna and Western Railroad depot, along Lackawanna, Jefferson, Madison, Quincy avenues, Bank, Pine, and Maple streets in Dunmore. From Lackawanna, Wyoming, Penn. Carbon, Mulberry and North Main avenues to Providence. From Lackawanna to Green Ridge, along Wyoming, Penn. Caupouse, Sanderson and Green Ridge streets. To Hyde Park, along West Lackawanna, South Main, Swetland, Eynon, Washburn, and Robison streets. To Bellevue, along South Lackawanna and Seventh streets. To South Scranton, along Lackawanna, Cedar, Pittston avenues. To South Green Ridge, along Franklin, Spruce, Adams, Gibson, Maple, Mulberry, Washington, Green Ridge, Sanderson and East Market, Washington, Marion and Electric avenues. To Nay Aug Falls, Franklin, Spruce, Adams, Linden, Jefferson, Mulberry, Prescott, Vine, Wheeler and Olive streets.

RATE OF FARE FOR PASSENGERS.

Single fare, \$0 05

GENERAL BALANCE SHEET

DR.		CR.	
Property purchased,	\$2,517,961 17	Capital stock,	\$2,000,000 00
Equipment, new,	107,192 03	First mortgage bonds,	1,000,000 00
New construction,	142,247 81	Bills payable,	61,008 79
Supplies,	600 80		
Bills and accounts receivable,	9,268 45		
Cash,	33,738 53		
Bonds unsold,	250,000 00		
Total,	\$3,061,008 79	Total,	\$3,061,008 79

IMPORTANT CHANGES DURING THE YEAR.

Leased People's Street Railway Company of Luzerne county, for ninety-nine years, from November 1, 1892, and purchased its capital stock.

Double tracked Dunmore line. Improved road bed and overhead. Building new power house and car shops, new engines, boilers, etc. Purchased thirty-six new cars and equipped thirty-two old ones.

SECOND AVENUE PASSENGER RAILWAY COMPANY OF PITTSBURG.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	James D. Callery,	Hiland avenue, Pittsburg, Pa.
Vice President,	John C. Reilly,	Oakland, Pittsburg, Pa.
Secretary,	John C. Reilly,	Oakland, Pittsburg, Pa.
Treasurer,	John W. Taylor,	Byline avenue, Pittsburg, Pa.
General Manager,	Wm. J. Burns,	Hotel Kenmawr.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
James D. Callery.	Pittsburg, Pa.	William J. Burns.	Pittsburg, Pa.
William V. Callery.	do.	George C. Wilson.	do.
John C. Reilly.	do.		

Date of annual meeting for election of directors: Second Monday of November.

Title of company: The Second Avenue Passenger Railway Company of Pittsburg, Pa.

By whom is the road operated: The Second Avenue Passenger Railway Company of Pittsburg, Penn'a.

General offices of the company at Glenwood, Twenty-third ward, Pittsburg, Pa.

For information relating to this report, address John W. Tayler, 548 Smithfield street Pittsburg, Pa.

What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

This company was incorporated July 6, 1881. Subsequently on the 15th day of May, 1889, accepted the provisions of section 20 of the Act of May 14, 1889, and new letters patent were issued.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Beginning at Exposition Building, on Duquesne Way to Fourth street, to Liberty street, to Fourth avenue, to Grant street, to Second avenue, to Glenwood (Twenty-third ward), returning along Second avenue to Grant street, to Third avenue, to Ferry street, to Fourth avenue, to Duquesne Way, to place of beginning.

Connecting at cross street and Second avenue with South Side Passenger Railway; at Grant street, with Central and Duquesne Traction Companies; at Smithfield street, with Pittsburg and Birmingham Traction Company; at Wood street with Transverse Passenger Railway Company; at Fourth street with Pittsburg and West End Passenger Railway Company and Pittsburg, Allegheny and Manchester Traction Company (Union branch); at Greenfield avenue with Greenfield Avenue Passenger Railway Company.

RATE OF FARE FOR PASSENGERS.

Single fare.	\$0 05
Exchange tickets with Greenfield Avenue Passenger Railway Company, one fare,	05
Tickets in packages of fifty, sold for school, \$2.15; regular,	2 50

GENERAL BALANCE SHEET.

DR.		CR.	
Construction, equipment and franchise.	\$609,347 32	Capital stock,	\$400,000 00
Real estate and buildings.	29,125 65	Funded debt,	150,000 00
Horses.	1,105 00	Unfunded debt,	66,758 06
Accounts receivable,	5,981 77	Surplus,	28,801 68
Total,	\$645,559 74	Total,	\$645,559 74

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 1, 1892, semi-annual rate of 5 per cent. per annum, \$10,000.00; July 1, 1893, annual rate of 6 per cent. per annum, \$24,000.00.

Paid in dividends, cash,	\$10,000 00
Balance for the year, or surplus,	\$22,628 70
Surplus at commencement of the year, after paying July, 1892 dividend,	6,172 98
Total surplus,	\$28,801 68
Surplus invested as follows:	
Material, fuel, stores and equipment,	\$28,801 68

IMPORTANT CHANGES DURING THE YEAR.

Increased length of main line .74 miles; increased length of double track, 3-4 miles.

SECOND AND THIRD STREETS PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Horace T. Potts,	2120 Arch street, Philadelphia.
Assistant to President,	A. H. Fracker,	1501 Marshall street, Philadelphia.
Secretary,	Charles D. Matlack,	7081 North Eighth street, Philadelphia.
Treasurer,	William F. Miller,	1755 Frankford avenue, Philadelphia.
General Manager,	D. W. Stephens,	2653 Frankford avenue, Philadelphia.
General Superintendent,	Charles C. Winnemore,	Richmond st. and Allegheny av., Phila.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Alexander M. Fox,	Philadelphia.	William G. Fox,	Philadelphia.
Edwin T. Eisenbrey,	do.	John H. Catherwood,	do.
Alexander L. Crawford,	do.	John Lamon,	do.
James A. Freeman,	do.	John Rose,	do.
William Dulles,	do.	Henry Bumm,	do.
James McManes,	do.	Alfred Smith,	do.

Title of company: Second and Third Streets Passenger Railway Company.
By whom is the road operated: The Frankford and Southwark Philadelphia City Passenger Railroad Company, since January 1, 1893.
General offices of the company at 2653 Frankford avenue.
For information relating to this report, address C. D. Matlack.
What kind of power is used for propelling the cars on your road: Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

April 10, 1858.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Commence at Harrison street, Frankford, on Frankford avenue; thence along said avenue to Jefferson street, along Jefferson to Second, along Second to Mifflin, along Mifflin to Third, along Third to Germantown avenue, along Germantown avenue to Oxford, along Oxford to Front, along Front to Amber, along Amber to the depot, on Frankford avenue, near Lehigh avenue; thence along said avenue to Mill street, along Mill street to Paul street, along Paul street to the said Frankford avenue; thence along said avenue to the place of beginning.
Also, commencing on Bridge street, in Bridgesburg; thence along Bridge street to Richmond street, along Richmond street to Frankford avenue, along Frankford avenue to Laurel street, along Laurel street to Delaware avenue, along Delaware avenue to Fairmount avenue, along Fairmount avenue to Second, along Second to Dock, along Dock to Third; also, on Brown street, commencing at Third, along Brown street to Beach street, along Beach to Laurel, along Laurel to Frankford avenue, along Frankford avenue to Girard avenue, along Girard avenue to Norris street, along Norris street to Richmond street, along Richmond street to depot at Richmond street and Allegheny avenue. Also a branch commencing at Richmond street and Frankford avenue, along Richmond street to Front street, along Front to Laurel, along Laurel to New Market street, along New Market to Vine street, along Vine to Front street, along Front to Chestnut street. Also a branch commencing at Huntingdon street and Frankford avenue, along Huntingdon street to Coral, along Coral to York, along York to Second, along Second to Jefferson, along Jefferson to Germantown avenue; also, on Third, commencing at Oxford, along Third to Dauphin, along Dauphin to Emerald, along Emerald to Cumberland, along Cumberland to Richmond. Also on Second street from York to Indiana avenue.

RATE OF FARE FOR PASSENGERS

Single fare,	\$0 05
Exchange tickets,	08
Tickets in packages of five, sold for,	25

GENERAL BALANCE SHEET.

DR.		CR.	
Construction.	\$1,023,311 08	Capital stock.	\$771,076 25
Real estate.	7,600 00	Unpaid dividends.	853 50
Cash.	66,777 07	Earnings appropriated to construction.	252,234 83
Ledger balances.	2,046 84	Profit and loss.	75,570 41
Total.	\$1,099,734 99	Total.	\$1,099,734 99

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 8, 1892, 4 per cent.; October 2, 1892, 4 per cent.; January 9, 1893, 4 per cent.

SEVENTEENTH AND NINETEENTH STREETS PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President.	Matthew S. Quay.	Beaver.
Secretary.	Jno. B. Peddle.	Philadelphia.
Treasurer.	Jas. T. Gorman.	
General Superintendent.		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Samuel Daniels.	Philadelphia.	Geo. D. Widener.	Philadelphia.
Geo. W. Elkins.	do.	Wm. L. Elkins, Jr.	do.
Jos. B. Altenus.	do.		

Date of annual meeting for election of directors: Second Monday in January.
Title of company: Seventeenth and Nineteenth Streets Passenger Railway Company.
By whom is the road operated: Philadelphia Traction Company.
With what other companies consolidated: Continental Passenger Railway Company.
Date of consolidation: July 1, 1879.
General offices of the company at No. 423 Walnut street, Philadelphia.
For information relating to this report, address John B. Peddle, treasurer.
What kind of power is used for propelling the cars on your road: Horse

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of incorporation: April 12, 1859.
This road was leased to the Continental Passenger Railway Company for a period of ninety-nine years, from July 1, 1879.
This road is operated by the Philadelphia Traction Company, under lease of the Continental and Union Passenger Railway Company.

GENERAL BALANCE SHEET.

DR.		CR.	
Real estate,	\$131,935 58	Capital stock,	\$250,000 00
Construction,	162,024 66	Bonds,	100,000 00
Equipment,	73,411 14	Mortgages,	34,500 00
Open account,	6,128 81		
Cash,	10,999 78		
Total,	\$384,500 00	Total,	384,500 00

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: Six per cent. on par value, January and July.	
Paid in dividends, cash.	\$15,000 00

SHAMOKIN STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	R. S. Aucker,	Shamokin, Pa.
Secretary,	Samuel Heckert,	do.
Treasurer,	Martin Markle,	do.
Auditor,	H. Rohrheimer,	do.
General Manager,	George Marshall,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
R. S. Aucker,	Shamokin, Pa.	J. H. Conley,	Shamokin, Pa.
Martin Markle,	Coal township.	John Schabo,	do.
Samuel Heckert,	Shamokin, Pa.	E. G. Seiter,	do.
George Marshall,	Shamokin, Pa.	H. Rothschild,	do.
H. Rohrheimer,	Shamokin, Pa.	J. J. John,	do.
John Clifford,	Shamokin, Pa.		

Date of annual meeting for election of directors: Second Monday in January.
Title of company: Shamokin Street Railway Company.
By whom is the road operated: Shamokin Street Railway Company.
General offices of the company at Shamokin, Pa.
For information relating to this report, address Samuel Heckert, secretary.
What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Shamokin Street Railway Company was chartered July 24, 1889, for a term of ninety-nine years, with a capital stock of \$12,000.00. On September 4, 1889, the stockholders passed a resolution increasing the capital to \$30,000.00. This sum being found insufficient for the work contemplated, the stockholders at another meeting, held in November 23, 1891, had the capital further increased to \$50,000.00, the working capital of the company at the present time.

On July 11, 1891, the road was opened to the public, and has been running successfully since that date.

At a meeting of the stockholders held August 10, 1891, a resolution was passed authorizing the directors to purchase eighty-eight shares of the stock of the Shamokin Electric Light and Power Company, which was accordingly done. These eighty-eight shares represent the controlling interest of the Shamokin Electric Light and Power Company.

On November 14, 1891, The Shamokin Street Railway Company entered into an agreement with the Shamokin Electric Light and Power Company to furnish them electric current for light and power for a period of twenty years, at a stipulated rental. Dynamos and additional engines were then placed to the power house to meet this new demand.

During October, 1891, the street railway was extended about one-half mile, ending at Second and Walnut streets.

In the spring, May and June, of 1893, the road was extended a little over a mile to a park west of the borough of Shamokin, branching off at the intersection of Second and Water streets, in said borough, and running through said Water street to "Cliff street," and "Arch street," in the town plat west of Shamokin, and returning through these streets to the west extremity of Arch street, thence directly to the Park grounds, making the entire length of the road about three miles.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Beginning at power house at corner of Pine and Pearl streets, thence west over Pine street to Shamokin street; thence north over Shamokin street to Independence street, thence west over Independence street to Market street, thence south over Market street to Spruce street, thence west over Spruce street to Second street, thence north along Second street to Walnut street. The road to the Park begins at Second and Water streets and runs thence through Water street to Cliff street, in the town plat, of West Shamokin, thence west through Cliff street to Arch street, thence through Arch street to its western end, thence by direct route to the Park, which is the present terminal of the road.

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 05
Tickets in packages of twenty-five, sold for,	1 00
School tickets in packages of fifty, sold for,	1 00

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: We paid 2 per cent in January, 1893, no dividend since.	
Paid in dividends, cash,	\$1,000 00

IMPORTANT CHANGES DURING THE YEAR.

About one mile extension starting at corner of Second and Water streets, and running west to a Park.

SHENANGO VALLEY STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	J. C. Whitla,	Beaver Falls, Pa.
Vice-President,	H. W. Reeves,	Beaver Falls, Pa.
Secretary,	M. L. Knight,	Beaver Falls, Pa.
Treasurer,	F. G. Barker,	New Brighton, Pa.
General Superintendent,	F. D. Runser,	Sharon, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
J. C. Whitla,	Beaver Falls, Pa.	George F. Kennedy,	New Brighton, Pa.
H. W. Reeves,	Beaver Falls, Pa.	F. D. Runser,	Sharon, Pa.
M. L. Knight,	Beaver Falls, Pa.	J. P. Stone,	Beaver Falls, Pa.
F. G. Barker,	New Brighton, Pa.		

Title of company: The Shenango Valley Street Railway Company.
By whom is the road operated: The Shenango Valley Street Railway Company.
General offices of the company at Sharon, Pa.
For information relating to this report, address M. L. Knight, secretary, Beaver Falls, Pa.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

This company was organized on or about the 15th day of October, 1890, and a charter granted October 20, 1890.
About October 1, 1892, the capital stock of the company was increased to \$150,000.00.
The road was put in operation on 22d day of December, 1892.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: The route is entirely within the county of Mercer, State of Pennsylvania. Beginning in borough of Sharon, at the intersection of Irvine avenue and Budd avenue, thence in a northerly direction, along said Irvine avenue to State street, in said borough; thence easterly along said State street to Sharpsville street in said borough, thence northerly along said Sharpsville street to the northern boundary line of limits of said borough of Sharon, thence in a north-easterly direction through the township of North Hickory, in said county of Mercer, along a certain public road or highway known as the Sharon and Sharpsville road to Ridge street, at or near the western boundary line of the borough of Sharpsville, in said county of Mercer; thence continuing within said borough of Sharpsville easterly along said Ridge street to Seventh street, thence northerly along said Seventh street to Main street, thence easterly along said Main street to Mercer street, thence northwesterly along said Mercer street to Furnace street in said borough of Sharpsville, and thence returning by a second or double line of track or by a single line of track with the necessary sidings, switches, and turnouts along the same route to the place of beginning, thus forming a complete circuit with its own track, and having a continuous route from the beginning to the end along the route described.

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 05
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GENERAL BALANCE SHEET.

DR.		CR.	
Construction account,	\$123,949 39	Capital stock,	\$150,000 00
Equipment account,	87,480 25	Bond account,	50,000 00
Prepaid insurance,	501 75	Bills payable,	13,163 07
Real estate,	475 00	Snudry bills,	2,012 98
Fuel on hand,	18 68	Profit and loss,	2,448 52
Viaduct,	4,919 84		
Supplies on hand,	27 83		
Prepaid interest,	65 00		
Accounts due company,	389 60		
Office furniture,	31 18		
Stationery on hand,	16 00		
Total,	\$217,624 52	Total,	\$217,624 52

STOCK AND DIVIDENDS.

Balance for the year, or surplus,	\$2,448 52
Total surplus,	\$2,448 52
Surplus invested as follows:	
Balance of accounts due company,	\$339 60
Material, fuel and stores,	62 51
Other items,	2,046 41

IMPORTANT CHANGES DURING THE YEAR

Company reorganized September 19, 1892.

SOUTH SIDE PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAME.	RESIDENCES.
President,	D. Z. Brickell,	Pittsburg, Pa.
Secretary,	Will S. Jones,	Jeannette, Pa.
Treasurer,	Daniel Beech,	Pittsburg, Pa.
General Superintendent,	Miller Elliott,	Pittsburg, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
H. Sellers McKee,	Pittsburg, Pa.	E. E. Denniston,	Pittsburg, Pa.
J. A. Chambers,	do.	Thos. M. McKee,	do.
D. Z. Brickell,	do.		

Date of annual meeting for election of directors: First Monday in May.

Title of company: South Side Passenger Railway Company.

By whom is the road operated: Pittsburg and Birmingham Traction Company.

General offices of the company at Pittsburg, Pa.

For information relating to this report, address Daniel Beech.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Operated by the Pittsburg and Birmingham Traction Company.

GENERAL BALANCE SHEET.

DR.		CR.	
Real estate,	\$10,000 00	Capital stock,	\$38,400 00
Construction and equipment,	\$1,851 13	First mortgage bonds,	19,000 00
		Profit and loss,	34,451 13
Total,	\$91,851 13	Total,	\$91,851 13

STROUDSBURG PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Frank H. Smith,	Stroudsburg.
Secretary,	M. F. Coolbaugh,	do.
Treasurer,	Wm. Gunsaulis,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
F. H. Smith,	Stroudsburg, Pa.	J. S. Case,	Tobyhanna Mills.
George C. Adams,	Delaware, N. J.	W. S. Shafer,	Stroudsburg.

Title of company: Stroudsburg Passenger Railway Company.

By whom is the road operated: Stroudsburg Passenger Railway Company.

General offices of the company at Stroudsburg, Pa.

For information relating to this report, address Stroudsburg Passenger Railway Company.

What kind of power is used for propelling the cars on your road: Steam.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized in 1870, with a charter that gave the company the privilege of running by horse power, steam or gravity.

It was run by horse power up to April, 1892. The stock and equipment of the old road was purchased by F. H. Smith, Geo. C. Adams, I. S. Case and others. A new company was formed under the present management. The road was rebuilt new and steam used as a propelling power, the road bed and equipments being all new. The old capital stock which was the cost of the road and equipment was \$25,600.00; the new company increased the capital \$25,600.00, making the total capital, \$51,200.00. Stock all paid for.

Charter granted February 14, 1868.

The road was first constructed in summer of 1870, and went into operation September 10, of same year. Was reconstructed summer of 1892, with new road, entire new cars, and run by steam.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Commencing at Fair grounds west of the borough of Stroudsburg, thence through Main street to the depot of Delaware, Lackawanna and Western Railroad, at East Stroudsburg.

RATE OF FARE FOR PASSENGERS.

Single fare, \$0 05

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	\$35,950 00	Stock,	\$46,400 00
Equipment,	9,450 00	Balance,	695 09
Cash on hand,	695 09		
Total,	\$47,095 09	Total,	\$47,095 09

IMPORTANT CHANGES DURING THE YEAR.

During the year the road was extended about one-half mile. New car house built.

SUNBURY AND NORTHUMBERLAND ELECTRIC RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Daniel Coolidge,	Johnstown, Pa.
Secretary,	S. P. Wolverton,	Sunbury, Pa.
Treasurer,	C. M. Clement,	Sunbury, Pa.
General Manager,	H. T. Franze,	Sunbury, Pa.
General Superintendent,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Daniel Coolidge,	Johnstown, Pa.	H. L. Cake,	Philadelphia, Pa.
S. P. Wolverton,	unbury, Pa.	W. E. Boughton,	Johnstown, Pa.
C. M. Clement,	Sunbury, Pa.	W. A. Donaldson,	Johnstown, Pa.
W. T. Forsythe,	Northumberland, Pa.		

Date of annual meeting for election of directors: First Monday in May.
Title of company: Sunbury and Northumberland Electric Railway Company.
By whom is the road operated: Sunbury and Northumberland Electric Railway Company.
General offices of the company at Sunbury, Pa.
For information relating to this report, address S. P. Wolverton, Sunbury, Pa.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Sunbury and Northumberland Street Railway Company was incorporated January 21, 1885, accepted provisions of Street Railway Act of 1889, May 29, 1889. Road was then constructed at a cost of \$120,000.00, track being Johnson girder rail and line operated by the two wire trolley. December 1, 1891, horses were substituted for electricity.
May 28, 1892, the purchasers of the rights and franchises of the company, at a judicial sale, organized a new corporation under the present name. The road was thereupon re-equipped with Westinghouse apparatus and reopened September, 1892.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: From Second and Pine streets in Sunbury, Pa., on Second street to Line street running around Market Square Park, on Line street to Railroad avenue, on Railroad avenue to Julia street, on Julia street to Susquehanna avenue, on Susquehanna avenue to the River road at the borough line, on the River road to and across the north branch of the Susquehanna river and Packer's Island to Market street in the borough of Northumberland, on Market street to Water street, and Water street to Queen street, on Queen street to Front street; thence returning by same route to the place of beginning.

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 05
Tickets in packages of six, sold for,	25

IMPORTANT CHANGES DURING THE YEAR.

Road began operation September 1, 1892.

THIRTEENTH AND FIFTEENTH STREETS PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	B. S. Kunkel,	Philadelphia, Pa.
Secretary,	Joseph P. Richardson,	do
Treasurer,	Joseph P. Richardson,	do

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
R. Cresswell,	Philadelphia, Pa.	John C. Bingham,	Philadelphia, Pa.
George W. Hall,	do.	Travis Cochran,	do.
Wm. R. Warner,	do.		

Date of annual meeting for election of directors: Second Monday in January.

Title of company: Thirteenth and Fifteenth Streets Passenger Railway Company.

By whom is the road operated: Philadelphia Traction Company.

With what other companies consolidated: Merged with Navy Yard, Broad Street and Fairmount Railway Company.

Date of consolidation: July 15, 1865, as filed in the office of the Secretary of the Commonwealth, October 14, 1865.

General offices of the company at 325 Chestnut street, Philadelphia, Pa.

For information relating to this report, address B. S. Kunkel, 325 Chestnut street, Philadelphia, Pa.

What kind of power is used for propelling the cars on your road: Horse.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Fifteenth, south from Cumberland street to Mifflin street, Mifflin street from Fifteenth street to Broad street, Broad street from Mifflin to Jackson street, Jackson street from Broad street to Thirteenth street, Thirteenth street from Jackson street to Cumberland street, Cumberland street from Thirteenth street to Fifteenth street, Fifteenth street north from Cumberland street to Glenwood avenue. Glenwood avenue from Fifteenth street to Broad street, Broad street from Glenwood avenue to Erie avenue, Erie avenue from Broad to Fifteenth street, Fifteenth street from Erie avenue to Indiana avenue, Indiana avenue from Fifteenth street to Broad street, Broad street from Indiana avenue to Glenwood avenue, Glenwood avenue from Broad to Fifteenth street, Fifteenth street from Glenwood avenue to Cumberland street; Locust street from Fifteenth street to Thirteenth street, Carpenter street from Fifteenth street to Thirteenth street, Thirteenth from Cumberland to Cambria, Cambria from Thirteenth to Broad street.

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and equipment, Philadelphia Traction Company, lessee.	\$343,181 59	Capital stock.	\$334,529 44
Real estate.	165,962 58	Mortgage bonds.	100,000 00
Bills receivable.	14,000 00	Mortgages.	90,000 00
Accounts receivable.	13,762 97	Surplus fund.	36,005 23
Fairmount Park railway.	10,546 63	Expense account.	111 99
Park Avenue and Carlisle Street Passenger Railway Company.	92 50	Profit and loss.	20,729 73
Tioga and Venango Streets Passenger Railway Company.	92 50		
Cash.	33,737 62		
Total.	\$581,376 39	Total.	\$581,376 39

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July, 1892, 9 per cent., January, 1893, 9 per cent.

Paid in dividends, cash, \$180,000 00

TROY HILL INCLINED PLANE AND BRIDGE COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President.	Jas. D. Callery.	Pittsburgh, Pa.
Secretary.	C. S. Wight.	Edgewood Park, Pa.
Treasurer.	Wm. V. Callery.	Pittsburgh, Pa.
General Superintendent.	J. J. Saint.	Pittsburgh, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
James D. Callery.	Pittsburgh, Pa.	C. S. Wight.	Edgewood Park, Pa.
Thos. S. Bigelow.	do.	Jas. W. Grove.	Allegheny City, Pa.
A. C. Dravo.	do.	J. N. Davidson.	Allegheny City, Pa.
J. D. Scully.	do.	George B. Hill.	Allegheny City, Pa.

Date of annual meeting for election of directors: First Monday in April.

Title of company: Troy Hill Inclined Plane and Bridge Company.

By whom is the road operated: Troy Hill Incline Plane and Bridge Company.

With what other companies consolidated: Troy Hill Incline Plane Company and Thirtieth Street Bridge Company.

Date of consolidation: July 1, 1888.

General offices of the company at Pittsburgh, Pa.

For information relating to this report, address Wm. V. Calley, 448 Liberty avenue, Pittsburgh, Pa.

What kind of power is used for propelling the cars on your road: Steam.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was incorporated April 30, 1887, as the Troy Hill Inclined Plane Company, under the Act of 1874, and on July 1, 1888 purchased the Thirtieth Street Bridge Company, which company was then constructing a highway bridge across the Allegheny river, and changed the title to the Troy Hill Inclined Plane and Bridge Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Bridge crosses the Allegheny river from Thirtieth street, Pittsburgh, to Bridge street, Herr's Island, Allegheny City, Pa. Inclined plane is located on the slope of Troy Hill, Allegheny City, and extends from East Ohio street to Lowry street in said city.

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 03
Monthly tickets,	75
Tickets in packages of fifty, sold for,	1 00
Bridge, foot passengers,	02

GENERAL BALANCE SHEET.

DR.		CR.	
Troy Hill Incline Plane.	\$97,135 91	Capital stock,	\$200,000 00
Thirtieth street bridge.	198,602 56	First mortgage bonds,	100,000 00
Real estate,	8,909 00	Mortgage real estate,	5,000 00
Cash,	6,990 72	Profit and loss,	6,637 99
Total,	\$311,637 99	Total,	\$311,637 99

UNION PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	S. A. Dyer,	Chester, Delaware county, Pa.
Secretary,	J. G. Dyer,	do. do.
General Superintendent,	John Mackayden,	do. do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
William Wilson,	Chester, Del. co., Pa.	Richard Werherill,	Chester, Del. co., Pa.
J. G. Dyer,	do. do.	S. A. Dyer,	do. do.
W. B. Broomall,	do. do.		

Date of annual meeting for election of directors: Second Monday in January.
 Title of company: Union Railway Company.
 By whom is the road operated: Union Railway Company.
 With what other companies consolidated: Lessee of the Chester Street Railway Company;
 Lessee of Chester and Media Electric Railway Company.
 Date of leases: January 12, 1891. April 1, 1892.
 General officers of the company at Fourth and Penn streets, Chester, Pa.
 For information relating to this report, address J. G. Dyer, secretary, Chester, Pa.
 What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Articles of association were filed and letters patent issued by the Governor, March 18, 1890, for the Union Railway Company of Chester. Capital stock \$100,000.00; 2,000 shares \$50.00 each. During the fall and winter of 1890, road was laid from Market street, city of Chester, along Second street to Highland avenue, in borough of South Chester, thence along Highland avenue to Third street, in all a distance of 2 1-2 miles. On January 12, this company entered into the occupancy of the Chester Street Railway Company, under a lease for ninety-nine years, whereby the Union Railway Company agrees to pay all expenses connected with maintenance, extension, operating said road together with all repairs, taxes and necessary expenditures, appertaining to successful carrying on of road as well as the maintenance of buildings of said Chester Street Railway in good order and repair.
 On April 1, 1893, the said Union Railway Company entered into the occupancy of the Chester and Media Electric Railway Company, for a term of ninety-nine years, the said Union Railway Company assuming all liabilities for operating expenses, taxes, maintenance and extension and all necessary expenditures for the successful carrying on the business of the road.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Lines of Union Railway Company from Second and Market street, Chester to Highland avenue, along Second street, thence along Highland avenue to Third street, along Third, west on Price street; along Price street to Old Post road, along Post road to Market street, in borough of Hooks; along Market street to river, returning over same route. Connects with line of Chester Street Railway Company at Third street and Highland avenue.

Lines of Chester Street Railway, from Third and Highland avenue, along Third street to Market street, city of Chester, along Market street to Sixth and Edgemont avenue, thence along Edgemont avenue to Fifteenth street, thence along Fifteenth street to No. 2 Mill, thence along Upland avenue to Fifth street, in borough of Upland, returning over same. From Fifth and Market streets, city of Chester, along Fifth street to Potter street, along Potter street to Fifteenth street, along Providence avenue to Twenty-fourth street, returning over same route.

Line of Chester and Media Electric Railway Company, from Ridley Creek bridge in township of Nether Providence, along Waterville road to Lindsay avenue, along Lindsay avenue to Providence Great road, along Providence Great road to South Media road, thence to Vernon street, in borough of Media, to Front street, to Court House, returning over same route.

Union, from Twelfth and Edgemont avenue, connecting with line of Chester Street Railway Company to Fifteenth street, to Twenty-fourth on Providence avenue, thence on Chestnut to Ridley creek bridge.

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 05
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GENERAL BALANCE SHEET.

DR.		CR.	
Construction, road bed and railway.	\$223,386 39	Capital stock,	\$100,000 00
Construction, real estate,	7,095 00	Funded debt,	185,000 00
Equipment, cars and power house, .	129,772 06	Unfunded debt,	139 024 60
Chester and Media E. R. W. Co.,		Cash,	4,673 16
stock account,	50,730 00	Westinghouse Electric Mfg. Co., .	5,750 00
Short Electric Railway Company,		Woodbadge and Turner Eng. Co., .	438 06
Cleveland, Ohio,	149 06	Profit and loss,	5,907 60
Chester and Media Electric R.W.Co.,	12,114 19		
Geo. Wiegand,	6,236 45		
S. A. Dyer,	10,310 27		
J. G. Dyer,	1,000 00		
Total,	\$440,793 42	Total,	\$440,793 42

IMPORTANT CHANGES DURING THE YEAR.

On April 1, 1893, this company by lease for ninety-nine years entered into the occupancy of the Chester and Media Electric Railway Company, their real estate, personal property, roadway and equipment, and opened their line (extending from Chester to Media, a distance of 7 1-2 miles), for travel.

On December 10, 1892, the Union Railway Company ran three electric cars over their tracks in the morning, and in the afternoon horses were taken off and electricity substituted; have been running daily since.

UNION PASSENGER RAILWAY COMPNAV.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	P. A. B. Widener,	Philadelphia.
Vice President,	William L. Elkins,	
Secretary,	John B. Peddle,	
Treasurer,		do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
William L. Elkins,	Philadelphia.	William S. Stokley,	Philadelphia.
James McManes,	do.	Thomas Dolan,	Philadelphia.
Henry Bumm,	do.	M. S. Quay,	Beaver, Pa.

Date of annual meeting for election of directors: Second Monday in January.
Title of company: The Union Passenger Railway Company.
By whom is the road operated: The Philadelphia Traction Company.
With what other companies consolidated: The Philadelphia Traction Company, the Continental Passenger Railway Company and the Seventeenth and Nineteenth streets Passenger Railway Company.
Date of consolidation: June 30, 1884.
General offices of the company at No 423 Walnut street, Philadelphia.
For information relating to this report, address John B. Peddle, treasurer.
What kind of power is used for propelling the cars on your road: Horse and cable.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of incorporation: April 8, 1864.
This company leased the Continental Passenger Railway Company for a period of ninety-nine years, from January 1, 1880.
This company was leased to the Philadelphia Traction Company, June 30, 1884, for 999 years. It is now operated by the same.

GENERAL BALANCE SHEET.

DR.		CR.	
Cash,	\$4,939 80	Capital stock, Union,	\$925,000 00
Union construction,	862,422 74	Capital stock, Continental,	580,000 00
Continental construction,	161,009 26	Funded debt, Union,	750,000 00
Union equipment,	475,606 22	Funded debt, Continental,	350,000 00
Continental equipment,	105,476 74	Funde. debt, Seventeenth and	
Real estate, Union,	538,103 72	Nineteenth,	200,000 00
Real estate, Continental,	113,869 99	Continental Passenger Railway Co.,	3,174 20
Seventeenth and Nineteenth Streets		Traction Company loan,	275,000 00
Passenger Railway Company,	200,000 00	Profit and loss,	656,638 47
Seventeenth and Nineteenth Streets			
Passenger Railway Company stock,	600,000 00		
Cable road,	624,419 55		
Empire Passenger Railway Co.,	11,296 15		
Feed and supplies,	41,870 50		
Stock, Union,	798 00		
Total,	\$3,739,812 67	Total,	\$3,739,812 67

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: January and July. Nineteen per cent. on par value.
Paid in dividends, cash, \$285,000 00

UNIONTOWN STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Samuel E. Ewing,	Uniontown, Pa.
Secretary,	Robert F. Hopwood,	do.
Treasurer,	William C. McCormick,	do.
General Manager,	R. A. Smith,	do.
General Superintendent,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Samuel E. Ewing,	Uniontown, Pa.	Charles J. McCormick,	Uniontown, Pa.
Albert D. Boyd,	do.	Robert F. Hopwood,	do.
George A. McCormick,	do.		

Date of annual meeting for election of directors: Second Monday in January of each year.

Title of company: Uniontown Street Railway Company.

By whom is the road operated: Uniontown Street Railway Company.

General offices of the company at the Power House on Main street, Uniontown, Pa.

For information relating to this report, address Robert F. Hopwood, secretary and treasurer.

What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was organized in August, 1890, and the council of the borough of Uniontown requested to grant the privilege to use the streets of the town, which they did by ordinance, passed August 14, 1890. An application was then made for a charter which was granted on the 29th day of August, 1890. Articles were entered into on the 5th day of November, 1890, with the Edison General Electric Company, for the electrical construction and equipment of the road, including the power and three cars of the Brill pattern. Also a contract was signed and entered into at the same time with A. E. Townsend for the track construction. The road was completed and a successful run made over it on the 6th day of May, 1891. The cars began to run regularly on the 9th day of May, 1891, and continued to run until the 11th day of January, 1892, when our power house and car barn with all their contents were destroyed by fire. We immediately began to rebuild the plant and had it in operation again May 1, 1892, since which time we have been running the plant continuously.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Beginning on the west end of Main street near the toll gate, and running thence along Main street to Stewart avenue, east of town, thence southwardly along Stewart avenue to Fayette street, thence eastwardly along Fayette street to Grant street, thence southwardly along Grant street to the borough line, thence along a county road, the extension of said Grant street, to a point in South Union township, near the line of the Baltimore and Ohio Railroad track, with a branch beginning at a point on Main street where it intersects Connellsville street, and running thence northwardly along said Connellsville street to the borough line, thence by the Connellsville road, being an extension of said street into the township of North Union, to Mountain View Park, thence through said Park to a point on Cool Spring road near Stewart Iron Company's Works.

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 05
Tickets in packages of six, sold for,	25
Tickets in packages of twenty-five, sold for,	1 00
School tickets in packages of forty, sold for,	1 00

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	\$38,000 00	Capital stock,	\$50,000 00
Equipment,	60,000 00	Funded debt,	17,000 00
Supplies on hand,	2,000 00	Unfunded debt,	32,000 00
Total,	\$100,000 00	Total,	\$99,000 00

STOCK AND DIVIDENDS.

All earnings put into the debt account and paid out as fast as earned, owing to the fire of January 11, 1892.

VERSAILLES TRACTION PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President.	W. C. Soles.	McKeesport, Pa.
Secretary.	A. R. May.	do.
Treasurer.	A. B. Campbell.	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
W. C. Soles.	McKeesport, Pa.	Frank Thomson.	Pittsburg, Pa.
J. W. Bailie.	do.	A. R. May.	McKeesport, Pa.
A. B. Campbell.	do.	James Evans.	McKeesport, Pa.
S. M. Bowman.	do.		

Date of annual meeting for election of directors: August 27.
Title of company: Versailles Traction Company.
By whom is the road operated: Versailles Traction Company when completed.
General offices of the company at National Bank of McKeesport Building, McKeesport, Pa.
For information relating to this report, address W. C. Soles, president.
What kind of power is used for propelling the cars on your road: Will use electricity when completed or in operation.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was organized August 27, 1892, for the purpose of furnishing rapid transit in the township of Versailles, adjoining city of McKeesport, Pa., and charter granted September 2, 1892. The construction of the road, which was commenced in the fall of 1892, was delayed by severe winter weather, but work was resumed in May, 1893, and one mile about completed from boundary line of city of McKeesport to and through the village of Christy Park, in Versailles township, Allegheny county, Pa.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Beginning at the south line of the city of McKeesport, extending southwardly in and over township road in Versailles township, and as yet no connection with other roads.

GENERAL BALANCE SHEET.

DR.		CR.	
Construction of road.	\$6,610 19	Capital stock, paid up.	\$4,500 00
Expenses, paid State tax.	59	Funded debt.	2,300 00
Cash on hand.	189 22		
Total.	\$6,800 00	Total.	\$6,800 00

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue: Certificates not issued yet.
Number of shares, 360.

WARREN STREET RAILWAY COMPAY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	C. P. Northrop,	Warren, Pa.
Secretary,	W. E. Rice,	do.
Treasurer,	D. H. Siggins,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
D. H. Siggins,	Warren, Pa.	W. D. Hinckley,	Warren, Pa.
N. K. Wendelboe,	do.	W. E. Rice,	do.

Title of company: Warren Street Railway Company.
By whom is the road operated: Warren Street Railway Company.
General offices of the company at Warren, Pa.
For information relating to this report, address W. E. Rice, secretary, or D. H. Siggins, treasurer.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Original charter granted March 14, 1889.
Provisions of Act of May 14, 1889, accepted and new charter issued, March 23, 1890.
Began constructing road and laying track in April, 1892.
The track has been laid on Water street in Warren borough, from P. and E. depot to Glade township line, and in the township of Glade to Carver street, on Laurel street, between Water and High, and thence along High street to D. A. U. & P. depot, a distance of about two miles.
First cars commenced running July 1, 1893.

IMPORTANT CHANGES DURING THE YEAR.

The road was extended from 4,000 feet to 10,500 feet, and equipped with two cars which commenced running about July 1, 1893.

WASHINGTON ELECTRIC STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	A. E. Townsend,	Pittsburg, Pa.
Secretary,	J. F. Bristor,	Washington, Pa.
Treasurer,	Brian Hart,	Washington, Pa.
General Superintendent,	A. E. Townsend,	Pittsburg, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCE.
Brit Hart,	Washington, Pa.	L. S. Vowell,	Washington, Pa.
J. B. Wilson,	do.	J. W. Vester,	do.

Date of annual meeting for election of directors: Second Monday of January.
Title of company: Washington Electric Street Railway.
By whom is the road operated: Washington Electric Street Railway.
General offices of the company at Washington, Pa.
For information relating to this report, address J. F. Bristol, secretary.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated June 17, 1889. Chartered same date.
President, L. N. Singley; treasurer, George D. Levy; directors, H. W. Williams, Washington, Pa., J. H. Ellsworth, Washington, Pa., W. A. Stern, Pittsburg, Pa., I. H. Silverman, Pittsburg, Pa.
The originators transferred their interests on August 7, 1890, to J. B. Wilson, W. L. McCleary, Brit Hart, Samuel B. Ewing, and A. N. Brown & Co., representing the Bellevue Land Company. J. B. Wilson, president; Brit Hart, W. L. McCleary, John Slater and M. C. Treat, directors; S. B. Ewing, secretary. Work commenced early in November, 1890.
An election was held on January 15, 1891, resulting in election of J. B. Wilson, president; directors, Brit Hart, John W. Vester, W. L. McCleary and John Slater. Two cars commenced running May 8, 1891.
The Washington Electric Light and Power Company furnish current.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: From borough line on East Maiden street to Main street, from this point a branch runs down Main street past Baltimore and Ohio Railroad station to Penn station at foot of Main street, up Main to Chestnut street, west on same past Pennsylvania Railroad station, across borough line into borough of West Washington: thence on Pike street or West Chestnut extension to McCarrell avenue in said borough. Continuing from corner of Chestnut street, on Main street, north to Highland avenue and Pitts street to borough line; thence by Locust avenue to Locust Hill addition, thence west 1,500 feet on Wilson avenue.

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 05
Tickets in packages of six, sold for,	25
Tickets in packages of twenty-five, sold for,	1 00

GENERAL BALANCE SHEET.

DR.		CR	
Construction,	\$43,132 88	Capital stock,	\$40,050 00
Equipment,	19,249 30	Funded debt,	8,000 00
Unpaid stock subscriptions,	790 00	Unfunded debt,	16,654 67
Cash,	138 59		
Profit and loss,	1,393 90		
Total,	\$64,704 67	Total,	\$64,704 67

IMPORTANT CHANGES DURING THE YEAR.

A part of the track in Bellevue was taken up and laid on West Chestnut street extension, in West Washington, terminating at McCarrell avenue.

WEST CHESTER STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAME.	RESIDENCES.
President,	Wm. M. Hayes,	West Chester, Pa.
Secretary,	W. S. Harris,	do.
Treasurer,	F. W. Wollerton,	do.
General Manager,	J. W. Andrews,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Wm. M. Hayes,	West Chester, Pa.	J. Carroll Hayes,	West Chester, Pa.
R. T. Cornwell,	do.	A. G. McCausland,	Wilmington, Del.
M. H. Matlack,	do.		

Date of annual meeting for election of directors: Second Monday of each year.
Title of company: The West Chester Street Railway Company.
By whom is the road operated: The West Chester Street Railway Company.
General offices of the company at West Chester, Pa.
For information relating to this report, address Wm M. Hayes, president.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The charter bears date August 4, 1890, and authorizes the building of a street railway in the borough of West Chester, Pa.
The company was organized with a capital stock of thirty thousand dollars, said capital stock was afterwards increased to sixty thousand dollars, there being twelve hundred shares, of fifty dollars each. The stock has all been subscribed for and fully paid.
Authority was duly obtained to construct an extension, or branch from the borough of West Chester to Lenape station, on the Wilmington and Northern Railroad, a distance of about four miles.
The part of the road which is located in West Chester, was commenced in November, 1890, and the cars commenced running on it September 23, 1891.
The part of the road which runs from West Chester to Lenape, was built during the months of June, July, August, September, October and November, 1891, and the cars commenced running on this branch November 10, 1891.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: On High street from Virginia avenue, to Rosedale avenue, on Market street from Pennsylvania Railroad to New street, and thence New street to Sharpless street, connecting at Market and High streets with our High street line. From New and Sharpless streets to Lenape station, connecting there with Wilmington and Northern Railroad.

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 05
Tickets in packages of twenty-four, sold for,	1 00
Lenape road, single fare 15 cents; excursion,	25

GENERAL BALANCE SHEET.

DR.		CR.	
Track,	\$49,059 87	Capital stock,	\$60,000 00
Belgian blocks,	4,130 10	Bonds,	30,000 00
Real estate,	14,382 82	Mortgage on depot property,	4,000 00
Organization, expenses,	2,035 55	Bills payable,	18,500 00
Electric construction,	12,306 70	Receipts,	19,984 56
Generating plant,	3,980 89	Balance from last year,	1,669 87
Cars,	21,916 98		
Boats,	454 88		
Tools,	1,093 19		
Materials,	300 00		
Bridges,	8,641 54		
Miscellaneous expenses,	14,983 45		
Cash on hand,	868 43		
Total,	\$134,154 43	Total,	\$134,154 43

STOCK AND DIVIDENDS.

Balance for year, or surplus,	\$868 49
Surplus at commencement of the year,	1,669 87
Total surplus,	\$2,538 36
Surplus invested as follows:	
Cash,	\$1,038 36
Paid on loan account,	1,500 00

WEST END STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President.	John A. Coyle,	Lancaster, Pa.
Vice President.	M. L. Herr,	do.
Secretary to Dec. 1,	J. W. B. Bausman,	do.
Secretary to Jan. 1,	Henry E. Hoffer,	do.
Treasurer to Nov. 5,	Edward McGovern,	do.
Treasurer to Jan. 1,	Henry E. Hoffer,	do.
General Manager to Oct. 15,	Geo. W. Mosby,	do.
General Superintendent to Jan. 1,	W. A. Armstrong, Jr.,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Jno. A. Coyle,	Lancaster, Pa.	J. B. Long,	Lancaster, Pa.
M. L. Herr,	do.	J. W. B. Bausman,	Lancaster, Pa.
B. J. McGrann,	do.	A. D. Rohrer,	Lancaster, Pa.
Michael Reilly,	do.	W. M. Franklin,	Lancaster, Pa.
Edward McGovern,	do.	James Young,	Middletown.
John C. Hager,	do.	J. Edward Ackley,	New York.

Date of annual meeting for election of directors: Second Monday in January.

Title of company: West End Street Railway Company.

By whom is the road operated: West End Street Railway Company.

General offices of the company at 529 North Prince street, Lancaster, Pa.

For information relating to this report, address Henry E. Hoffer, Lancaster, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter granted in May, 1888, and road was constructed at once.

On January 1, 1893, this road was merged into the Lancaster City Street Railway.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: From Penn Square on West King street, to Columbia avenue, to Columbia turnpike, to West End Park.

From Penn Square on North Queen street, to West Chestnut street, to Marietta avenue, to Marietta turnpike, to President avenue, to Wheatland avenue, to School Lane, to Columbia turnpike, to Herr's ponds.

On Charlotte, from West Chestnut street to Manor, to Millersville turnpike, to Millersville on James street, from Prince to College avenue, to Columbia avenue.

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 05
Tickets in packages of twenty-five, twelve and eight, sold for,	1 09

GENERAL BALANCE SHEET.

DR.		DR.	
Construction,	\$179,452 91	Capital stock,	\$251,350 00
Equipment,	78,755 50	Funded debt,	225,000 00
Material on hand,	3,000 00	Unfunded debt,	15,000 00
Cash on hand,	5,245 69		
Profit and loss,	327,894 90		
Total,	\$494,350 00	Total,	\$494,350 00

IMPORTANT CHANGES DURING THE YEAR.

One and one-half miles of new road built. Merged into Lancaster City Street Railway, January 1, 1893.

WEST PHILADELPHIA PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Peter A. B. Widener,	Philadelphia.
Secretary,	D. W. Dickson,	do.
Treasurer,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Peter A. B. Widener,	Philadelphia.	Thomas Dolan,	Philadelphia.
Wm. L. Elkins,	do.	Joseph B. Altemus,	do.
Joseph E. Gillingham,	do.	Thomas J. Yarrow,	do.
George D. Widener,	do.	George W. Elkins,	do.
James McManes,	do.		

Date of annual meeting for election of directors: First Tuesday in November of each year.
Title of company: West Philadelphia Passenger Railway Company.
By whom is the road operated: Philadelphia Traction Company.
Date of consolidation: April 30, 1884.
General offices of the company at northwest corner of Forty-first and Haverford streets.
For information relating to this report, address D. W. Dickson, treasurer.
What kind of power is used for propelling the cars on your road: Cable and horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of original charter: May 14, 1857.
West Philadelphia Passenger Railway Company is leased to Philadelphia Traction Company for the term of 999 years, from January 1, 1884.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Market street branch—Depot, Forty-first and Haverford streets. On Forty-first street to Market street, to Delaware avenue, returning by same route.
Baring street branch—Depot, Forty-fourth and Columbia avenue. From Forty-fourth and Elm avenue, east on Elm avenue to Fortieth street, to Fairmount avenue, to Thirty-sixth street, to Baring street, to Thirty-third street to Market street, to Delaware avenue, returning on Market street to Thirty-third street, to Baring street, to Thirty-seventh street, to Fairmount avenue to Fortieth street, to Hutton street, to Forty-first street, to Elm avenue, to Forty-fourth street, place of starting.
Haddington Branch—Depot, Forty-first and Haverford streets, on Haverford street to Sixty-seventh street, returning on Haverford street to Sixty-fifth street, to Vine street, to Fifty-third street, and Haverford street to depot.
Market street extension—Depot, Forty-second and Chestnut streets. West on Market street, from Forty-first street to Sixty-third street, to Vine street, returning by same route.
Spruce street branch—Depot, Forty-ninth and Woodland avenue, east on Woodland avenue to Forty-Seventh street, to Chester avenue, to Forty-first street, to Spruce street, to Woodland avenue, to Thirty-third street, to Market street, to Delaware avenue, return on Market street, to Thirty-third street, to Woodland avenue, to Spruce street, to Forty-second street, to Chester avenue, to Forty-seventh street, to Woodland avenue, to depot.

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and equipment,	\$2,294,302 04	Capital stock,	\$750,000 00
Open account,	8,610 00	Bonds,	996,000 00
		Profit and loss,	86,639 38
		Open accounts,	470,272 66
Total,	\$2,302,912 04	Total,	\$2,302,912 04

STOCK AND DIVIDENDS.

Date and rate per cent, of all cash dividends on stock of original and consolidated companies during the year: Twenty per cent. on par value of capital stock.

Paid in dividends, cash, \$150,000 00

WEST PITTSTON AND WYOMING STREET CAR COMPANY.

OFFICERS

TITLE.	NAMES.	RESIDENCES.
President,	John J. Patterson,	Mifflintown, Pa.
Secretary,	John Graham,	Wilkes-Barre, Pa.
Treasurer,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
John J. Patterson,	Mifflintown, Pa.	G. M. Lewis,	Wilkes-Barre, Pa.
George R. Bedford,	Wilkes-Barre, Pa.	W. F. Sadler,	Carlisle, Pa.
J. W. Neeley,	Mifflintown, Pa.		

Title of company: The West Pittston and Wyoming Street Railway Company.
 By whom is the road operated: Operated by and leased to the Wilkes-Barre and Wyoming Valley Traction Company, in which report the earnings of the road are recorded.
 General offices of the company at Wilkes-Barre.
 What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered January 19, 1891.

WHITE ELECTRIC TRACTION COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	W. J. Hammond,	Pittsburg, Allegheny county, Pa.
Vice President,	J. W. Crawford,	Duquesne, Pa.
Secretary,	Homer H. Swaney,	McKeesport, Allegheny co., Pa.
Treasurer,	W. E. Tustin,	Pittsburg, Pa.
Auditor,	C. T. Benn,	Braddock, Pa.
General Manager,	S. F. Hammond,	Pittsburg, Pa.
General Superintendent,	Edward Reiber,	McKeesport, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
W. J. Hammond,	Pittsburg, Pa.	R. R. Hammoud,	Pittsburg, Pa.
W. E. Tustin,	Pittsburg, Pa.	S. F. Hammond,	do.
H. Reiber,	McKeesport, Pa.		

Title of company: White Electric Traction Company.

By whom is the road operated: By said White Electric Traction Company.

General offices of the company at McKeesport, Pa. Branch office 511 Times Building, Pittsburg, Pa.

For information relating to this report, address W. E. Tustin, 511 Times Building, Pittsburg, Penn'a.

What kind of power is used for propelling the cars on your road: Electricity.

RATE OF FARE FOR PASSENGERS.

Single fare, \$0 05

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and equipment,	\$102,240 69	Capital stock,	\$60,000 00
Cars,	9 600 00	Bonded indebtedness,	35,000 00
Real estate,	2,600 00	Bills payable,	14,072 64
		Accounts payable,	10,886 34
		Mortgage accounts,	2,600 00
Total,	\$114,440 69	Total,	\$122,558 98

WILLIAMSPORT PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	H. R. Rhoads,	Williamsport, Pa.
Vice President,	H. C. Parsons,	do.
Secretary,	J. F. Starr,	do.
Treasurer,	John Lawshe,	do.
Superintendent,	H. C. Young,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
H. C. Parsons, Esq.,	Williamsport, Pa.	William Emery,	Williamsport, Pa.
Henry W. White,	do.	J. R. T. Ryan,	do.
C. LaRue Munson, Esq.,	do.		

Date of annual meeting for election of directors: No date fixed.

Title of company: Williamsport Passenger Railway Company.

By whom is the road operated: By the owners.

General offices of the company at 769 West Fourth street, Williamsport, Pa.

For information relating to this report, address John Lawshe, treasurer, or J. F. Starr, secretary.

What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Williamsport Passenger Railway Company was incorporated under special Act of Assembly, approved 15th April, 1863 (P. L. 1864, page 1080, etc.) The corporation was duly organized in accordance with the provisions of this Act, and a railway constructed in the city of Williamsport, from the Philadelphia and Erie Railroad crossing on West Fourth street eastwardly along said West Fourth street to Pine street, thence southwardly on Pine to West Third street, thence eastwardly on Third street to a point near the intersection of the Philadelphia and Erie Railroad. The original rails laid were the small T rail. The road was operated with limited success until 1879, when the stock changed hands and a new management took possession of the road, and renewed the track with thirty-eight pound centre bearing steel rails and paving with stone the entire length of the road between the rails. In February, 1887 the company resolved to extend its tracks on West Third street, westerly from Pine to Grier street and also on East Fourth street from Pine to Basin, with connecting tracks on Basin, Grier and Campbell streets. Materials were placed on the ground for these extensions; but, before the tracks were laid, the city of Williamsport intervened by injunction, restraining the company from laying the tracks without first having obtained permission from the city authorities. This was resisted by the railway company and resulted in a decision by the Supreme Court of the State affirming the right of the railway company to lay its tracks and operate its road on any of the streets, lanes or alleys of the city of Williamsport, without municipal interference. (See case Williamsport Passenger Railway Company's appeal, 120 Pennsylvania State Report, page 1, etc.) The company proceeded after this decision in its favor, to lay its tracks on the streets above designated, and also on West Fourth street from the Philadelphia and Erie Railroad crossings, westerly to Lycoming creek. The rails used were forty-two pound steel centre bearing rail and stone paving between the rails the entire length of the road. The extensions were completed by September 1, 1888, and two lines of cars have since been running as designated elsewhere in this report.

October 1, 1890, the stock of the company changed hands and came under new management; steps were taken to improve the entire road. During the summer of 1891 the old track was taken up and relaid with sixty pound Wharton side bearing, wide tread, steel rail and repaved between rails with stone, viz., from East Third street at Philadelphia and Erie Railroad crossing west to Basin street single track, from Basin on Third street west to Pine street double track, from Third and Pine street on Pine and Fourth street single track, from Pine on Fourth west to Park street double track, from Park west to car-house, on Philadelphia and Erie Railroad crossing, single track. The trolley electric system was adopted as the motor power. Cars electrically equipped were put upon the road and the entire service has been electrical since September, 1891. During the last year the road has been extended into the old town of Newberry, or the Seventh ward of the city of Williamsport.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Fourth street line.—Beginning at car-house West Fourth and Grier streets, thence east on Fourth street to Basin, south on Basin to Third, west on Third to Pine, north on Pine to Fourth, returning west on Fourth street, double track to three hundred feet west of Park street, and from there to car-house on single track.

Third street line.—Beginning at car-house Fourth and Grier streets, south on Grier to Third, east on Third to Laurel, on single track, continuing east on Third to Basin on double track, and from Basin to Philadelphia and Erie Railroad, on Third street, single track, returning by same route to car-house, thence west on Fourth to Cemetery, north on Cemetery to Erie avenue, west on Erie avenue to and across Lycoming creek to Race street, south on Race to Arch, south on Arch to West Fourth, west on Fourth to Diamond, south on Diamond to the southern side of Market Square in Newberry, and returning by same track to car-house.

Fourth street.—From Cemetery street, west on Fourth to Lycoming creek bridge and returning on same track to Fourth and Cemetery streets.

Campbell street from Third street to Fourth street.

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 05
Tickets in packages of twenty-five, sold for,	1 00

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	\$325,810 18	Capital stock,	\$250,000 00
Equipment,	60,812 69	Bonds payable,	125,000 00
Real estate,	7,398 53	Bills payable,	10,000 00
Office, fixtures and tools,	913 72	Accounts due sundry persons,	6,402 91
Cash,	1,530 34	Profit and loss,	5,062 53
Total,	\$396,465 46	Total,	\$396,465 46

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: January 15, 1893, 2 per cent. on \$250,000.00, \$5,000.00.

Paid in dividends, cash,	\$5,000 00
Balance for the year, or surplus,	\$2,510 66
Surplus at commencement of the year,	2,551 89
Total surplus,	\$5,062 55
Surplus invested as follows:	
Cash and loans,	\$1,530 34
Material, fuel and stores,	3,532 21

IMPORTANT CHANGES DURING THE YEAR.

Extension of the road from Fourth and Cemetery streets via Cemetery street, and Erie avenue, across Lycoming creek to the Public Square, in the village of Newberry, now the Seventh ward of this city, length of extension about 1 1/4 miles.

WILKES-BARRE AND KINGSTON PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	John J. Patterson,	Mifflintown Pa.
Secretary,	C. J. Swan,	Wilkes-Barre, Pa.
Treasurer,	John Graham,	Wilkes-Barre, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
John J. Patterson,	Mifflintown, Pa.	C. J. Swan,	Wilkes-Barre, Pa.
W. S. Biddle,	Wilkes-Barre, Pa.	H. S. Culbertson,	Mifflintown, Pa.
John Laning,	Wilkes-Barre, Pa.		

Title of company: The Wilkes-Barre and Kingston Passenger Railway Company.

By whom is the road operated: Operated by and leased to the Wilkes-Barre and Wyoming Valley Traction Company, in which statement the report of earning is recorded.

For information relating to this report, address John Graham, treasurer.

What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter December 10, 1859, supplements May 1, 1861.

WILKES-BARRE AND SUBURBAN STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Chas. A. Miner,	Wilkes-Barre, Pa.
Secretary,	H. H. Welles, Jr.,	do.
Treasurer,	John Graham,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Chas. A. Miner.	Wilkes-Barre, Pa.	J. W. Hollenback.	Wilkes-Barre, Pa.
A. D. Sbonk,	Plymouth, Pa.	C. J. Swan,	do.
H. H. Welles, Jr.,	Wilkes-Barre, Pa.		

Date of annual meeting for election of directors: Second Monday in January.

Title of company: Wilkes-Barre and Suburban Street Railway Company.

By whom is the road operated: Wilkes-Barre and Wyoming Valley Traction Company, to which company it is leased, and the report of its business is made in the statement of the Traction Company.

General offices of the company at Wilkes-Barre, Pa.

For information relating to this report, address John Graham, treasurer.

What kind of power is used for propelling the cars on your road: Electric.

WILKES-BARRE AND WYOMING VALLEY TRACTION COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	B. F. Myers,	Harrisburg, Pa.
Secretary,	W. G. Eno,	Plymouth.
Treasurer,	John Graham,	Wilkes-Barre.
General Manager,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
B. F. Meyers,	Harrisburg, Pa.	Patrick Russ,	Harrisburg, Pa.
J. W. Hollenback,	Wilkes-Barre, Pa.	S. P. Light,	Lebanon, Pa.
John J. Patterson,	Mifflintown, Pa.	John Graham,	Wilkes-Barre, Pa.
B. Reynolds,	Wilkes-Barre, Pa.	W. G. Eno,	Plymouth, Pa.
Robert McMeen,	Mifflintown, Pa.		

Date of annual meeting for election of directors: Second Monday in January.

Title of company: The Wilkes-Barre and Wyoming Valley Traction Company.

By whom is the road operated: By its officers.

General offices of the company at Wilkes-Barre, Pa.

For information relating to this report, address John Graham, Wilkes-Barre, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered February 9, 1891.

The Traction Company began operating the road May 1, 1892.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: The following roads are operated by the Wilkes-Barre and Wyoming Valley Traction Company:

Wilkes-Barre and Kingston.—Public Square to west side of Susquehanna river, also on South Main street, Wilkes-Barre.

Wilkes-Barre and West Side.—Public Square to west side of river, thence north, also in a westerly direction off of Wyoming avenue to Luzerne.

West Pittston and Wyoming.—On Wyoming avenue, north to West Pittston.

Plymouth Street Railway Company.—West side of Susquehanna river in a southerly direction to Plymouth.

Nanticoke Street Railway Company.—From city limits in a southerly direction to Nanticoke.

Coalville Passenger Railway Company.—Public Square to Ashley borough.

Suburban Passenger Railroad Company.—Public Square in a northerly direction to Plains township, returning by way of Canal street to Public Square.

RATE OF FARE FOR PASSENGERS.

Single fare,	5, 10 & 15 cents.
Tickets in books of one hundred each, sold for,	4 00

GENERAL BALANCE SHEET.

DR.		CR.	
Equipment, etc.,	\$6,601,571 86	Capital stock,	\$5,000,000 00
Supplies,	962 19	Funded debt,	1,500,000 00
Cash,	16,329 62	Unfunded debt,	118,883 67
Total,	\$6,618,883 67	Total,	\$6,618,883 67

YORK STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	W. H. Lanius,	York, Pa.
Vice President,	D. K. Trimmer,	do.
Secretary,	George S. Schmidt,	do.
Treasurer,	Grier Hersh,	do.
General Superintendent,	Chas. E. Long,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
D. K. Trimmer,	York, Pa.	John Fahs,	York, Pa.
Grier Hersh,	do.	George S. Schmidt,	do.
Frank Gise,	do.	George P. Smyser,	do.

Date of annual meeting for election of directors: Second Monday in January.
Title of company: The York Street Railway Company.
By whom is the road operated: The York Street Railway Company.
General offices of the company at 27 East Market street, York, Pa.
For information relating to this report, address W. H. Lanus, president.
What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter, February 8, 1886.
During the summer of 1886, one and one-half miles of road were constructed in the western part of the city of York and put in operation, September 30, 1886.
In 1887, one mile of track was constructed in the western part of the city, making a loop of the ends built in 1886. There was also one-half mile constructed in the eastern part of the city, and operated, commencing August 11, 1887.
In 1888 one mile of track was constructed in the southern part of the city, and operated from July 4, 1888.
In 1890, one mile of rack was constructed from West Market street over Richland avenue to Highland Park. In the fall of 1890, about one-half mile of track was constructed on North George street, from Centre Square, to the city limits on the north, and on North street, from North George street, to Duke street, in order to reach passenger station of the Northern Central and Pennsylvania Railroads, and operated, commencing October 20, 1890.
In 1892, an extension of one-half of a mile was made eastward on Market street, through Treystown. In 1892, the motive power was changed from horse to electric and new and heavier (70 pound) rail was laid on the principal streets.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: On Market street from Albermarle street, in Treystown, on the east, to Richland avenue on the west, continuing north on Richland avenue to Linden avenue, thence on Linden avenue, northeast to West York street, thence on West York street, southeast to junction of Philadelphia and Penn streets, thence south on Penn street to Market street.

On George street from residence of Grier Hersh, on the south of city limits on the north, crossing Market street in Centre Square. On North street, from George to Duke street. On Richland avenue, south, from Market street to Highland Park.

RATE OF FARE FOR PASSENGERS.

Single fare,	\$0 05
Tickets in packages of twenty-five, sold for,	1 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	\$108,564 51	Capital stock full paid,	\$133,300 00
Equipment,	63,822 53	Capital stock partly paid,	306 00
Real estate,	23,693 00	Bills payable,	56,870 25
Sundry property as per inventory, .	444 44	Open accounts,	11,191 70
Cash,	9,888 32	Profit and loss,	4,744 91
Total,	\$206,412 86	Total,	\$206,412 86

STOCK AND DIVIDENDS.

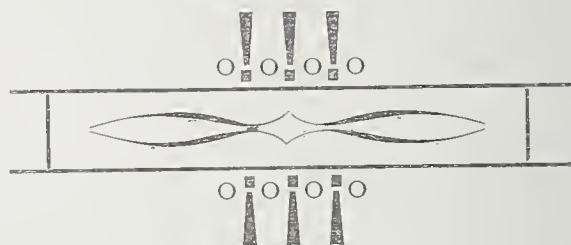
Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: January 18, 1893, 4 per cent on \$112,000.00.

Paid in dividends, cash,	\$4,480 00
Balance for the year, or surplus,	\$4,744 91
Surplus at commencement of the year,	3,242 37
Total surplus,	\$7,987 28
Surplus invested as follows:	
Cash and loans,	\$4,744 91

IMPORTANT CHANGES DURING THE YEAR.

The motive power was changed from horse to electric and an extension of half mile of track on Main street into Treystown, was put into operation during January, 1893.

REPORTS OF
CANAL AND NAVIGATION COMPANIES



DELAWARE AND HUDSON CANAL COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	R. M. Olyphant,	New York city.
Vice President,	Le Grand B. Cannon,	New York city.
Second Vice President,	H. G. Young,	Albany, N. Y.
Secretary,	F. M. Olyphant,	New York city.
Treasurer,	C. A. Walker,	New York city.
Superintendent,	L. O. Rose,	Honesdale, Pa.

General offices at New York city.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Le Grand B. Cannon,	New York city.	James A. Roosevelt,	New York city
James Roosevelt,	Hyde Park, N. Y.	Alexander E. Orr,	do.
Robert M. Olyphant,	New York city.	Oliver P. C. Billings,	do.
Benjamin H. Bristow,	New York city.	Samuel Spencer,	do.
R. Suydam Grant,	New York city.	Cornelius Vanderbilt,	do.
William H. Tillinghast,	New York city.	Chauncey M. Depew,	do.
Alfred Van Santvoord,	New York city.		

Date of annual meeting for election of directors: Second Tuesday in May.

STOCK AND DIVIDENDS.

Rate and date of all cash dividends on stock of original and consolidated companies: 1892, September 15, dividends, 1 3-4 per cent.; 1892, December 15, dividend, 1 3-4 per cent.; 1893, March 15, dividend, 1 3-4 per cent.; 1893, June 15, dividend, 1 3-4 per cent.

DELAWARE DIVISION CANAL COMPANY OF PENNSYLVANIA.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	E. B. Leisenring,	Philadelphia.
Secretary and Treasurer,	W. A. Buchanan,	do.

General offices at 226 South Third street, Philadelphia, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
E. B. Leisenring,	Philadelphia.	T. McKean,	Philadelphia.
J. W. Woolston,	do.	S. Shephard,	do.
E. W. Clark,	do.	C. T. Howell,	do.
F. R. Cope,	do.	Edward Lewis,	do.
E. Roberts, Jr.,	do.		

Date of annual meeting for election of directors: First Tuesday in February, February 7, 1893.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding: 32,667 shares, \$1,633,350.00.
Rate and date of all cash dividends on stock of original and consolidated companies: Four per cent. per annum. Paid on August 15, 1892, on 2,158 shares; no dividend at this date paid on 30,509 shares (same not being entitled to dividend); paid on February 15, 1893, on 2,158 shares: no dividend at this date paid on 30,509 shares (same not being entitled to dividends).

LEHIGH COAL AND NAVIGATION COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	E. B. Leisenring,	Philadelphia.
Secretary,	S. Shepherd,	do.
Treasurer,		

General offices at 226 South Third street, Philadelphia, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
E. W. Clark,	Philadelphia.	Abram S. Hewitt,	New York.
F. R. Cope,	Philadelphia.	Thomas McKean,	Philadelphia.
Charles Parrish,	Wilkes-Barre, Pa.	Edward S. Buckley,	Philadelphia.
J. M. Wilcox,	Philadelphia.	Charlemagne Tower, Jr., . . .	Philadelphia.
Edward Lewis,	Philadelphia.	J. S. Harris,	Philadelphia.
Samuel Dickson,	Philadelphia.		

Date of annual meeting for election of directors: Fourth Tuesday in February.

SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation, and operating the canal,	\$129,796 26
For dividends,	860,799 00
For interest,	852,463 27
Municipal and state taxes,	136,427 68
For other payments,	379,248 07
Total,	\$2,358,734 28
Surplus,	\$192,481 69

STOCK AND DIVIDENDS.

Amount of common stock now outstanding: \$14,366,650.00; 287,333 shares.
Rate and date of all cash dividends on stock of original and consolidated companies: November 1, 1892, \$430,399.50, 3 per cent.; May 1, 1893, \$430,399.50, 3 per cent.

MONONGAHELA NAVIGATION COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Max K. Moorhead,	Pittsburg, Pa.
Secretary and Treasurer,	Wm. Bakewell,	Pittsburg, office, 110 Diamond st.
Chief Engineer,	Thomas P. Roberts,	Pittsburg.
Cargo Inspector,	Wm. P. Wood,	Pittsburg.
Superintendent of Repairs,	Thomas M. Gowan,	Lock No. 4, Washington co., Pa.

General offices at No. 8 Wood street, Pittsburg, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Joseph Albree,	Allegheny, Pa.	George B. Logan,	Allegheny, Pa.
Alexander Bradley,	Pittsburg, Pa.	J. B. Murdock, M. D.,	Pittsburg, Pa.
Felix R. Brunot,	Allegheny, Pa.	A. E. W. Painter,	Allegheny, Pa.
Allen C. Bakewell,	New York, N. Y.	John H. Ricketson,	Allegheny, Pa.
James J. Donnell,	Allegheny, Pa.	George Shiras, Jr.,	Allegheny, Pa.

Date of annual meeting for election of directors: Second Thursday in January.

SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation, and operating the canal, exclusive of State taxes and legal expenses,	\$64,266 77
For dividends, July, 1892, \$82,417.50; January, 1893, \$82,432.50, total,	164,850 00
For interest, one year's interest on bonds,	11,900 00
State taxes on loans, \$871.00; on capital stock, \$15,367.31, total,	16,241 31
For other payments, legal expenses,	20,437 50
Total,	\$277,695 58

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, June 30, 1893—32,973 shares of par value of \$50.00 each, \$1,648,650.00.

Rate and date of all cash dividends of stock of original and consolidated companies: July, 1892, dividend of 5 per cent. on \$1,648,350.00, \$82,417.50; January, 1893, dividend of 5 per cent. on \$1,648,650.00, \$82,432.50.

PENNSYLVANIA CANAL COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	I. J. Wistar,	Philadelphia, Pa.
Secretary,	H. Whiteman,	Philadelphia, Pa.
Treasurer,	A. Haviland,	Philadelphia, Pa.
Chief Engineer,	J. J. Wierman,	Harrisburg, Pa.
Superintendent of Equipment,	F. J. Deemer,	Wilkes-Barre, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Isaac J. Wistar,	Philadelphia, Pa.	Simon Gratz,	Philadelphia, Pa.
George B. Roberts,	do.	John P. Green,	do.
A. J. Cassatt,	do.	Clement A. Griscom,	do.
Wm. J. Howard,	do.	Amos R. Little,	do.
Alexander Biddle,	do.	N. Parker Shortridge,	do.
Wm. H. Barnes,	do.	Henry D. Welsh,	do.

Date of annual meeting for election of directors: Second Tuesday in February.

SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation, and operating the canal,	\$100,159 71
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SCHUYLKILL NAVIGATION COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Howard Hancock,	Philadelphia, Pa.
Secretary,	Howard T. Naisby,	do.
Treasurer,	Richard Tull,	do.

General office, Terminal Building, Philadelphia.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
James M. Landis,	Philadelphia, Pa.	William J. Hurst,	Philadelphia, Pa.
C. K. Klink,	do.	Frederick Reel,	do.
Roswell Weston,	do.	John McLennon,	do.

Date of annual meeting for election of directors: Second Tuesday in February.

SCHUYLKILL NAVIGATION COMPANY, PHILADELPHIA
AND READING RAILROAD COMPANY, LESSEE.

OFFICERS.

TITLE.	NAME.	RESIDENCES.
President,	Jos. S. Harris,	Philadelphia, Pa.
Secretary,	W. R. Taylor,	do.
Treasurer,	W. A. Church,	do.
General Superintendent,	I. A. Sweigard,	do.
Division Superintendent,	E. F. Smith,	do.

General offices at Terminal Building, Philadelphia, Pa.

SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation, and operating the canal,	\$36,948 63
Total,	\$36,948 63
Total amount of surplus fund,	\$14,522 17

SUSQUEHANNA CANAL COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Chas. L. Mayer,	Baltimore, Md.
Treasurer,	Robert D. Brown,	do.

General offices at Baltimore, Md.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Enoch Pratt,	Baltimore, Md.	A. J. Antelo,	Philadelphia, Pa.
Osman Latrobe,	do.	Richard L. Ashurst,	do.
Gilmer Meredith,	do.	James Boyd,	do.
Jas. Sloan, Jr.,	do.	Thomas McKean,	do.
C. Ridgely Goodwin,	do.	Joseph L. Harris,	do.
Chas. J. M. Gwinn,	do.	Joseph F. Sinnott,	do.

Date of annual meeting for election of directors: Second Monday in May.

SUMMARY OF EXPENSES.

For interest,	\$20,000 00
For other payments,	630 98

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$20,027.46.

SUSQUEHANNA AND TIDE-WATER CANAL COMPANY,
THE PHILADELPHIA AND READING RAILROAD COM-
PANY, LESSEE.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Joseph S. Harris,	Philadelphia, Pa.
Secretary,	W. R. Taylor,	do.
Treasurer,	W. A. Church,	do.
General Superintendent,	L. A. Sweigard,	do.
Division Superintendent,	E. F. Smith,	do.

General offices at Reading Terminal Building.

SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation, and operating the canal,	\$15,871 72
Total,	\$15,871 72
Total amount of surplus fund,	\$7,852 74



REPORTS OF
TELEGRAPH AND TELEPHONE COMPANIES.



AMERICAN DISTRICT TELEGRAPH COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	A. B. Chandler,	New York.
Vice President,	Theo. M. Etting,	Philadelphia.
Secretary,	M. Richards Muckle,	Philadelphia.
Treasurer,	George J. Jewell,	Philadelphia.
General Manager,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
A. B. Chandler,	New York.	Charles E. Warburton,	Philadelphia.
Theo. M. Etting,	Philadelphia.	William H. Baker,	New York.
M. Richards Muckle,	Philadelphia.	E. C. Platt,	New York.
Edward J. Mathews,	Philadelphia.	J. H. Emerick,	New York.
John Rommell, Jr.,	Philadelphia.		

Date of annual meeting for election of directors: Third Monday in May of each year.

Name of line: American District Telegraph Company.

By whom owned: Stockholders.

By whom operated: Stockholders.

General offices of the company are located at No. 118 South Broad street, Philadelphia, Pa.

Address correspondence relating to this report to No. 113 South Broad street, Philadelphia, Pa.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Messages received to be forwarded by other lines to all parts of the world, are charged rates as published by those lines. Local messages charged at rate of twenty cents for ten words.

SUMMARY OF PAYMENTS.

For construction of new lines,	\$1,897 88
Purchase of real estate,	11,407 23
Dividends,	16,000 00
Miscellaneous, including payment to other corporations and individuals account,	112,806 02
Taxes,	1,282 50
Surplus fund,	3,155 01
Total,	\$146,548 64

GENERAL BALANCE SHEET.

DR.		CR.	
License and patent right account,	\$316,612 00	Capital stock,	\$400,000 00
Watch clock right,	1,751 25	Balance due to corporations and individuals,	7,558 29
Charter and incorporating account,	250 00	Loss and gain,	19,996 78
General construction,	53,490 72		
Equipment,	14,949 25		
Supplies,	2,974 14		
Trustees stock American District telegraph company, "donated,"	4,650 00		
Accounts receivable,	10,993 95		
Cash,	10,476 53		
Real estate,	11,407 23		
Total,	\$427,555 07	Total,	\$427,555 07

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: November 10, 1892, fifty cents per share; May 3, 1893, fifty cents per share.

Paid in dividends, cash, \$16,000 00

AMERICAN TELEGRAPH AND TELEPHONE COMPANY OF PENNSYLVANIA.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Edward J. Hall,	Morris, N. J.
Secretary,	Melville Egleston,	Elizabeth, N. J.
Treasurer,	Samuel B. Huey,	Philadelphia, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Edward J. Hall,	Morris, N. J.	Josiah K. Adams,	Philadelphia, Pa.
Melville Egleston,	Elizabeth, N. J.	F. W. Griffin,	do.
Samuel B. Huey,	Philadelphia, Pa.		

Date of annual meeting for election of directors: First Friday in February.

Name of line: The American Telegraph and Telephone Company of Pennsylvania.

By whom owned: The American Telegraph and Telephone Company of Pennsylvania.

By whom operated: American Telephone and Telegraph Company.

The general offices of the company are located at No. 134 South Fourth street, Philadelphia, Penn'a.

Address correspondence relating to this report to Samuel B. Huey, treasurer, Drexel Building, Philadelphia, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION

The certificate of incorporation of The American Telegraph and Telephone Company of Pennsylvania, was approved by the Governor of Pennsylvania, January 13, 1885.

The company was organized thereunder in Philadelphia, Pa., February 19, 1885, and J. R. Adams was elected president; S. B. Huey, secretary and J. E. Kingsley, treasurer.

It has constructed the following lines, viz: One from Philadelphia to West Nottingham, (State line); one from Newton Square to Easton; one from Monterey to Chocanut; one from Temple to Harrisburg; one from North East to Erie; one from Erie to New Castle; one from New Castle to Ohio State line; one from Altoona to Hazleton; one from Pittsburg to Marshall; one from Harrisburg to Pittsburg.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

For one hundred miles or under, to four hundred miles and under five hundred miles, about one cent per mile.

Amount of charge per month for use of telephone, from \$5.00 to \$8.33.

SUMMARY OF PAYMENTS.

For construction of new lines, \$258,349 31

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	\$1,625,058 11	Capital,	\$10,000 00
Equipment,	26,078 16	Unfunded debt,	\$1,643,264 37
Organization expenses, etc.,	2,128 10		
Total,	\$1,653,264 37	Total,	\$1,653,264 37

IMPORTANT CHANGES DURING THE YEAR.

The company has voted to increase its capital stock to \$250,000.00, and has strung additional wires.

ATLANTIC AND OHIO TELEGRAPH COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Gen. Thomas T. Eckert,	New York City.
Vice President,	Charles A. Tinker,	New York City.
Secretary,	R. H. Rochester,	Englewood, N. J.
Treasurer,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Gen. Thomas T. Eckert, . . .	New York City.	William B. Gill,	Philadelphia, Pa.
Charles A. Tinker,	Brooklyn, N. Y.	Henry Bentley,	Philadelphia, Pa.
J. B. Van Every,	Brooklyn, N. Y.	George Merrihew,	Philadelphia, Pa.
R. H. Rochester,	Englewood, N. J.	Thomas F. Clark,	New York City.
James Merrihew,	Glen Ridge, N. J.		

Date of annual meeting for election of directors: Third Thursday of July.

Name of line: Atlantic and Ohio Telegraph Company.

By whom owned: Atlantic and Ohio Telegraph Company.

By whom operated: Western Union Telegraph Company, Lessee.

With what other companies consolidated: Pennsylvania Telegraph Company.

Date of consolidation: July, 1862.

General offices of the company are located at Philadelphia, Pa.

Address correspondence relating to this report to Brown and Wells, Counsellors-at-Law, 36 Wall street, New York city.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Atlantic and Ohio Telegraph Company was formed to operate a line of telegraph erected by Henry O'Reilly, from Philadelphia to Pittsburg.

The company was organized in Philadelphia on July 3d and 4th, 1848, and was incorporated under the laws of the State of Pennsylvania on March 24, 1849. All its property was leased April 15, 1864, to the Western Union Telegraph Company, for a term of ten years, and thereafter until six months' notice shall have been given by either party.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

This company does not operate separately, but messages are sent over its lines by the lessee at the tariff rates reported by it.

SUMMARY OF PAYMENTS.

Its expenses, receipts and payments accrued to and are paid by the Western Union Telegraph Company, and appear in the report of that company.

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue: None since its lease to the Western Union Telegraph Company, April 15, 1864. Whether any prior thereto is not known to its present officers.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: Since April 15, 1864, ten (1) per centum per annum quarterly upon outstanding stock (not belonging to the Western Union Telegraph Company), amounting on the 30th of June, 1893, to \$6,500.00.

BALTIMORE AND OHIO TELEGRAPH COMPANY OF PENNSYLVANIA.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President.	A. Lowden Snowden.	Philadelphia, Pa.
Vice President.	W. T. Westbrook.	Philadelphia, Pa.
Secretary.	Charles Selden.	Baltimore, Md.
Treasurer.		
General Manager.		
General Superintendent.		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
A. Lowden Snowden.	Philadelphia, Pa.	L. S. Filbert.	Philadelphia, Pa.
W. T. Westbrook.	Philadelphia, Pa.	Charles A. Porter.	Philadelphia, Pa.
John K. Cowen.	Baltimore, Md.		

Date of annual meeting for election of directors: Second Wednesday in May.
 Name of line: Baltimore and Ohio Telegraph Company of Pennsylvania.
 By whom owned: Baltimore and Ohio Telegraph Company of Pennsylvania.
 By whom operated: Baltimore and Ohio Telegraph Company of Pennsylvania.
 General offices of the company are located at corner of Third and Chestnut streets, Philadelphia, Pa.
 Address correspondence relating to this report to Brown and Wells, Counsellors-at-Law, 36 Wall street, New York city.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The present officers of the company do not know the date of the original charter of this company, or anything of its early history, or of the construction of its line.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

NUMBER OF MILES.	Rates for ten words.	Each additional word.
Five hundred miles or under,	\$0 25	\$0 02

SUMMARY OF PAYMENTS.

Taxes,	\$16 65
Surplus fund,	977 33
Total,	\$993 38

Total amount of surplus fund accounts have not been written up so as to ascertain.

STOCK AND DIVIDENDS.

Balance for the year, or surplus,	\$997 23
Total surplus,	\$977 33
Surplus invested as follows:	
Cash and loans,	\$977 33

BELL TELEPHONE COMPANY OF PHILADELPHIA.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	James Verrihew,	New York.
Vice President,	William B. Gill,	Cheltenham, Pa
Secretary,	Samuel B. Huey,	Philadelphia.
Treasurer,	A. A. Zeigler,	Philadelphia.
General Manager,	Samuel M. Plush,	Philadelphia.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
James Merrihew,	New York.	Thomas T. Eckert,	New York.
William B. Gill,	Cheltenham, Pa,	Charles A. Tinker,	New York.
Henry Bentley,	Philadelphia.	James E. Mitchell,	Philadelphia.
Thomas E. Cornish,	Philadelphia.	Samuel M. Plush,	Philadelphia.
H. S. Huidekoper,	Philadelphia.	John E. Hudson,	Boston, Mass.
Joel J. Bailey,	Philadelphia.	William T. Westbrook,	Philadelphia.

Date of annual meeting for election of directors: Third Tuesday of February.

SUMMARY OF PAYMENTS.

Purchase of real estate,	\$3,782 98
Interest,	155 56
Dividends,	16,800 00
Miscellaneous,	411,597 35
Taxes,	11,465 02
Surplus fund,	91,371 00
Total,	\$535,171 91
Total amount of surplus fund,	\$324,734 65

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	\$701,456 70	Capital stock,	\$560,000 00
Real estate,	172,148 60	Real estate mortgage note,	25,000 00
Material,	17,170 31	Reserve for unearned rentals,	22,867 82
Accounts receivable,	51,453 94	Bills and accounts payable,	15,889 45
Cash,	6,262 37	Surplus,	324,734 65
Total,	\$948,491 92	Total,	\$948,491 92

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: September 20, 1892, 3 per cent.

Paid in dividends, cash,	\$16,800 00
Balance for the year, or surplus,	\$91,371 00
Surplus at commencement of the year,	233,363 65
Total surplus,	\$324,734 65

Surplus invested as follows:

Cash,	\$626,237 00
Balance of accounts due company,	5,145,394 00
Material, fuel and stores,	1,717,031 00
Other items and construction,	14,145,670 00

IMPORTANT CHANGES DURING THE YEAR.

Real estate,	\$172,148 60
Less: Bills and accounts payable, \$15,889.45; unearned rentals, \$22,867.82; mortgages, \$25,000.00; total,	\$63,757 27

CENTRAL DISTRICT AND PRINTING TELEGRAPH COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	D. Leet Wilson,	Pittsburg, Pa.
Vice President,	Charles O. Rowe,	do.
Secretary,	John G. Stokes,	do.
Treasurer,	Henry Metzger,	do.
General Manager,	W. D. Paynter,	do.
General Superintendent,		do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
D. Leet Wilson,	Pittsburg, Pa.	John E. Hudson,	Boston, Mass.
Charles O. Rowe,	Pittsburg, Pa.	C. Jay French,	Boston, Mass.
George I. Whitney,	Pittsburg, Pa.	George G. Hall,	Cincinnati, Ohio.
John L. George,	Pittsburg, Pa.	James Merrihew,	New York, N. Y.
H. S. Huidekoper,	Philadelphia, Pa.		

Date of annual meeting for election of directors: Second Thursday in February in each year.

Name of line: The Central District and Printing Telegraph Company.

By whom owned: The Central District and Printing Telegraph Company.

By whom operated: The Central District and Printing Telegraph Company.

The general offices of the company are located at Pittsburg, Pa., corner of Seventh avenue and Montour Way.

Address correspondence relating to this report to The Central District and Printing Telegraph Company, corner Seventh avenue and Montour Way, Pittsburg, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Central District and Printing Telegraph Company was originally incorporated in the State of New York, on April 14, 1874, under the provisions of an Act entitled "An Act to provide for the incorporation and regulation of telegraph companies," passed April 12, 1848, and of the Acts additional thereto and amendatory thereof, for the purpose of owning, constructing, using and maintaining a line or lines of electric telegraph, etc.

The route of line as defined in its articles of incorporation, was as follows, viz: From Jamestown, Chautauqua county, New York, to Mansfield, Ohio; thence to Wheeling, West Virginia; thence Pittsburg, Pennsylvania. The company was for a time engaged in the business of building electric telegraph lines in the city of Pittsburg and vicinity, and leasing them to private firms and individuals at an annual rental, this company, in most cases, owning and maintaining the lines, and the firms or individuals leasing them, operating them.

The "Morse" telegraph instruments on these lines were in a majority of cases superseded by "Gray's Automatic Printing Telegraph Instruments," and these in turn were superseded by telephones.

On August 10, 1881, The Central District and Printing Telegraph Company became a corporation under the laws of the State of Pennsylvania, by accepting the provisions of the law enacted June 9, 1881, authorizing foreign corporations to become corporations in the State of Pennsylvania, and prescribing the method of their doing so, for the purpose of carrying on the business of constructing, owning, leasing, and operating telegraph and telephone lines, buying, selling and dealing in electrical apparatus, and supplies, etc., etc., with the principal office located in Pittsburg, Pa.

The corporation under the laws of the State of New York, was then dissolved and its charter renounced and annulled.

The principal business of the company since its incorporation in the State of Pennsylvania, has been, and is at present that of furnishing telephone service to its subscribers, and leasing telephones and telegraph lines to private parties. It is also engaged in the district messenger business in the cities of Pittsburg and Allegheny.

GENERAL BALANCE SHEET.

DR.		CR.	
Franchise,	\$150,000 00	Capital stock,	\$990,000 00
Construction and equipment,	859,409 33	Bills payable,	90,000 00
Real estate,	382,513 99	Accounts payable,	27,065 58
Supplies in stock,	23,605 91	Cash (overdrawn),	6,596 06
Accounts receivable,	232,522 86	Surplus,	472,792 04
		Reserve for unearned rentals,	55,034 79
		Reserved for taxes,	6,563 62
Total,	\$1,648,052 09	Total,	\$1,648,052 09

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue: A stock dividend of eighty-two thousand five hundred dollars was declared on November 10, 1892.

Paid in dividends, stock,	\$82,500 00
Balance for the year, or surplus,	\$13,597 88
Surplus at commencement of the year,	459,194 16
Total surplus,	\$472,792 04

Surplus invested as follows:	
Balance of account due company,	\$232,522 86
Material, fuel and stores,	23,605 91
Other items, construction, equipment and real estate,	216,663 27

CENTRAL PENNSYLVANIA TELEPHONE AND SUPPLY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	H. R. Rhoads,	Williamsport, Pa.
Vice President,	Richard O'Brien,	Scranton, Pa.
Secretary,	J. E. Wilkinson,	Williamsport, Pa.
Treasurer,	R. M. Bailey,	Williamsport, Pa.
General Manager,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
R. M. Bailey,	Williamsport, Pa.	H. S. Huidekoper,	Philadelphia, Pa.
S. S. Blair,	Tyrone, Pa.	C. LaRue Munson,	Williamsport, Pa.
J. H. Boyer,	Williamsport, Pa.	Richard O'Brien,	Scranton, Pa.
James V. Brown,	Williamsport, Pa.	H. R. Rhoads,	Williamsport, Pa.
Addison Candor,	Williamsport, Pa.	Henry W. White,	Williamsport, Pa.
William Emery,	Williamsport, Pa.	R. J. C. Walker,	Williamsport, Pa.
C. Jay French,	Boston, Mass.	J. E. Wilkinson,	Williamsport, Pa.
John A. Gamble,	Williamsport, Pa.		

Date of annual meeting for election of directors: Fourth Thursday of January.
The general offices of the company are located at 760 West Fourth street, Williamsport, Pa.
Address correspondence relating to this report to Company at their general offices as above.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The organization of the company was effected on the 24th of September, 1880. Telephone lines have been previously established by private parties in Williamsport, Philipsburg, Bellefonte, Altoona, Milton and Shamokin. The charter limits of the company include the counties of Centre, Clinton, Clearfield, Cameron, Columbia, Blair, Huntingdon, Juniata, Montour, Mifflin, Snyder, Sullivan, Northumberland, Union and Lycoming, and such other territory as might be thereafter acquired. In January, 1884, the company acquired the property and rights of the North Pennsylvania Telephone Company, comprising the counties of Luzerne, Lackawanna and Wyoming. In January, 1888, the county of Elk was acquired from the Central District and Printing Telegraph Company of Pittsburg. The company now has telephone exchanges established and in operation in all the principal cities and towns in the territory covered by its charter and the district has been fully occupied and ample telephone communication furnished to the public. The entire district, with the exception of Elk county, has its various centres or telephone exchanges connected with each other by wire as well as lines connecting the territory of the Pennsylvania Telephone Company via Mt. Carmel and via Hazleton.

In May, 1890, the company began the erection of Long Distance metallic circuit lines eastward from Williamsport to connect with the circuits of the American Telephone and Telegraph Company at Hazleton, Wilkes-Barre and Scranton, with intermediate stations en-route connected, which lines were completed and put in operation August 1, 1890.

Long distance metallic circuit lines of this company from Williamsport westward to Altoona with intermediate stations connected, were completed and put in operation June 1, 1892.

The territory of DuBois with a radius of five miles in Clearfield county, was transferred to the Central District and Printing Telegraph Company of Pittsburg, as of January 1, 1892.

Long distance metallic circuit lines of this company from Tyrone, northward to Philipsburg coal regions, were completed and put in operation August 1, 1892.

Long distance metallic circuit lines of this company from Philipsburg to Clearfield were completed and put in operation November 1, 1892.

Long distance metallic circuit lines of this company from Clearfield to Ridgway via DuBois, were completed and put in operation June 1, 1893.

Long distance metallic circuit lines of this company from Milton to Mt. Carmel via Sunbury and Shamokin are in process of erection.

For the capital stock, general business, receipts and expenditures of the company, reference is made to the other parts of this report.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Rate for five minutes conversation: One cent per mile with minimum of twenty-five cents and maximum of one dollar for metallic circuit service

SUMMARY OF PAYMENTS.

For construction of new lines,	\$84,555 20
Purchase of real estate,	7,155 75
Interest,	2,745 19
Miscellaneous,	114,413 24
Taxes,	5,944 59
Total,	\$214,813 97

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and equipment,	\$643,828 26	Capital stock,	\$800,000 00
License,	275,100 00	Bills payable,	45,000 00
Real estate,	7,155 75	Due to sundry persons,	55,565 68
Furniture,	1,980 93	Reserve,	6,518 88
Supplies,	7,833 64	Depreciation,	43,524 84
Cash,	4,214 83	Net earnings,	31,257 11
Due from Exchange managers,	3,048 79		
Due from sundry persons,	18,454 41		
Total,	\$961,666 61	Total,	\$961,666 61

STOCK AND DIVIDENDS.

Total surplus charged off to depreciation,	\$5,000 41
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IMPORTANT CHANGES DURING THE YEAR.

The completion of long distance metallic circuits from Tyrone, Pa., to the Philipsburg coal regions; from Philipsburg to Clearfield, and from Clearfield to Ridgway, via DuBois. The purchase of real estate for the erection of an exchange central office in the city of Scranton, Pa.

DELAWARE AND ATLANTIC TELEGRAPH AND TELEPHONE COMPANY OF PENNSYLVANIA.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	J. Merrihew,	New York.
Vice President,	C. A. Tinker,	New York.
Secretary,	W. J. McLaughlin,	Philadelphia.
Treasurer,	W. B. Gill,	Philadelphia.
General Superintendent,	W. T. Westbrook,	Philadelphia.
Superintendent,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
J. Merrihew,	New York.	W. B. Gill,	Philadelphia.
C. A. Tinker,	New York.	George Merrihew,	do.
Henry Bentley,	Philadelphia.	W. T. Westbrook,	do.
S. M. Plush,	Philadelphia.		

Date of annual meeting for election of directors: Third Tuesday in September.
Name of line: Delaware and Atlantic Telegraph and Telephone Company of Pennsylvania.
By whom owned: Delaware and Atlantic Telegraph and Telephone Company of Pennsylvania.
By whom operated: Delaware and Atlantic Telegraph and Telephone Company of Pennsylvania.
The general offices of the company are located at 406 Market street, Philadelphia, Pa.
Address correspondence relating to this report to W. J. McLaughlin, treasurer, 406 Market street, Philadelphia, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Delaware and Atlantic Telegraph and Telephone Company of Pennsylvania was chartered May 23, 1883, being enrolled in Charter book, No. 17, page 11, application having been made by the following named gentlemen: John E. Zebbin, S. M. Plush, James Merrihew, S. S. Garwood, and Wm. B. Gill.
The company carries on business in the following counties of the Commonwealth of Pennsylvania, viz: Chester, Bucks, Montgomery and Delaware.
The general route and points connected are as follows: Philadelphia to Chester, Media and State Line via Darby; Philadelphia to Coatesville with lateral lines to West Chester, Norristown, Phoenixville and other points within the counties named.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

NUMBER OF MILES.	Rates for five minutes to subscribers.	Rates for five minutes to non-subscribers.
For ten miles or under,	Free.	\$0 25
For fifteen miles and under twenty miles,	\$0 15	30
For twenty miles and under twenty-five miles,	20	35
For twenty-five miles and over,	25	35
Amount of charge per month for use of telephone,	4 17	

SUMMARY OF PAYMENTS.

Miscellaneous,	\$70,071 03
Taxes,	1,766 56
Surplus fund,	3,486 35
Total,	\$75,323 94
Total amount of surplus fund,	\$72,100 63

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	\$86,701 12	Capital,	\$10,000 00
		Due corporations,	4,600 44
		Profit and loss,	72,100 63
Total,	\$86,701 12	Total,	\$86,701 12

STOCK AND DIVIDENDS.

Balance for the year, or surplus,	\$3,486 35
Surplus at commencement of the year,	68,614 28
Total surplus,	\$72,100 63
Surplus invested as follows:	
Construction,	\$72,100 63

LYKENS TELEGRAPH AND TELEPHONE COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	W. D. Frank,	Elizabethville, Pa.
Vice President,	J. W. Deibler,	Berrysburg, Pa.
Secretary,	I. T. Buffington,	Elizabethville, Pa.
Treasurer,	Cyrus Romberger,	Elizabethville, Pa.
General Manager,	H. H. Weaver,	Elizabethville, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
W. D. Frank,	Elizabethville, Pa.	F. W. Fickinger,	Elizabethville, Pa.
I. T. Buffington,	do.	J. W. Deibler,	Berrysburg, Pa.
H. H. Weaver,	do.		

Date of annual meeting for election of directors: December of each year.

The general offices of the company are located at Elizabethville, Pa.

Address correspondence relating to this report to H. H. Weaver, general manager, Elizabethville, Pa.

GENERAL BALANCE SHEET.

DR.		CR.	
Line complete,	\$309 92	Capital stock,	\$300 00
Due us on ledger,	15 00	Undivided profits,	41 93
Cash in treasury,	17 01		
Total,	\$341 93	Total,	\$341 93

STOCK AND DIVIDENDS.	
Surplus at commencement of the year,	\$41 93
Total surplus,	\$41 93
Surplus invested as follows:	
Cash and loans,	\$26 93
Balance of accounts due company,	15 00

McKEESPORT TELEPHONE COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Burt Hubbell,	McKeesport.
Vice President,	W. B. Peters,	do.
Secretary,	J. M. Thorns,	do.
Treasurer,	C. E. Manby,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Burt Hubbell,	McKeesport.	J. M. Thorne,	McKeesport.
W. B. Peters,	do.	J. L. Thorne,	do.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The McKeesport Telephone Company was organized under laws of the State of Pennsylvania, with authorized capital of \$50,000.00, and paid in capital of \$25,000.00 for purpose of constructing, operating and maintaining a system of telephone in said State, with headquarters at McKeesport. The company have not yet finished construction of the system and are not operating their exchange.

They expect to have one hundred and fifty to two hundred telephones in operation next spring, for which a yearly rental of \$36.00 will be charged. The company have strung about seventy miles of wire in this city up to present time and have planted over one hundred poles.

NATIONAL TELEGRAPH COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Thomas T. Eckert,	New York city.
Vice President,	John VanHorne,	do.
Secretary,	Thomas F. Clark,	do.
Treasurer,	R. H. Rochester,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Thomas T. Eckert,	New York city.	Thomas F. Clark,	New York city.
John VanHorn.	do.	Robert C. Cloury,	Chicago, Ill.
Charles A. Tinker.	do.		

Date of annual meeting for election of directors: Second Wednesday in December.
Name of line: National Telegraph Company.
By whom owned: National Telegraph Company.
By whom operated in Pennsylvania: National Telegraph Company.
The general offices of the company are located at 195 Broadway, New York city.
Address correspondence relating to this report to Brown & Wells, attorneys; 36 Wall street, New York city.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated August 17, 1883, under the laws of the State of New York.
The present officers know nothing of the early history of this company.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

NUMBER OF MILES.	Rates for ten words.	Each additional word.
For one hundred miles or under,	\$0 25	\$0 02

NEW YORK AND PENNSYLVANIA TELEPHONE AND TELEGRAPH COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Charles F. Cutler,	New York City, N. Y.
Vice President,	W. N. Eastabrook,	Elmira, N. Y.
Secretary,	H. F. Stevens,	Brooklyn, N. Y.
Treasurer,	Joel C. Clark,	South Framingham, Mass.
General Manager,	W. N. Eastabrook,	Elmira, N. Y.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Charles F. Cutler, . . .	New York, N. Y.	John E. Hudson, . . .	Boston, Mass.
W. N. Eastabrook, . .	Elmira, N. Y.	David B. Parker, . . .	Randolph, N. Y.
Joel C. Clark,	South Framingham, Mass.	Henry L. Storke, . . .	Auburn, N. Y.
H. C. French,	Elmira, N. Y.		

Date of annual meeting for election of directors: First Wednesday in March.
The general offices of the company are located at Elmira, N. Y.
Address correspondence relating to this report to H. F. Stevens, secretary, Elmira, N. Y.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Rate based on one cent per mile, five minutes conversation.

SUMMARY OF PAYMENTS.

For construction of new lines,	\$49,131 52
Interest,	3,373 97
Dividends,	34,710 00
Taxes,	3,809 89
Surplus fund,	3,066 10
Total,	\$94,291 48
Total amount of surplus fund,	\$45,119 63

GENERAL BALANCE SHEET.

DR.		CR.	
Franchise,	\$175,000 00	Capital stock,	\$1,000,000 00
Construction,	874,216 06	Surplus,	39,201 64
Supplies on hand,	23,088 45	Sinking fund,	325,000 00
Trustee's stock,	319,900 00	Reserve,	5,011 42
Amounts receivable,	12,981 75	Accounts payable,	36,803 22
Cash,	6,871 19	Profit and loss,	6,021 17
Total,	\$1,412,037 45	Total,	\$1,412,037 45

STOCK AND DIVIDENDS.

Paid in dividends, cash,	\$34,710 00
Balance for the year, or surplus,	\$3,066 10
Surplus at commencement of the year,	41,146 96
Total surplus,	\$44,213 06

PACIFIC AND ATLANTIC TELEGRAPH COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Thomas T. Eckert,	New York city.
Vice President,	Charles A. Tinker,	Brooklyn, N. Y.
Secretary,	R. H. Rochester,	Englewood, N. J.
Treasurer,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCE.
Thomas T. Eckert,	New York city.	James Merrihew,	Glen Ridge, N. J.
Charles A. Tinker,	Brooklyn, N. Y.	William B. Gill,	Philadelphia, Pa.
R. H. Rochester,	Englewood, N. J.	Henry Bentley,	Philadelphia, Pa.
John Van Horne,	New York city.		

Date of annual meeting for election of directors: Third Tuesday in May.
Name of line: Pacific and Atlantic Telegraph Company.
By whom is road owned: Pacific and Atlantic Telegraph Company.
By whom operated: Western Union Telegraph Company.
With what other companies consolidated: (1) Keystone Telegraph Company. (2) Southern Telegraph Company. (3) Eastern Telegraph Company. (4) Mississippi Valley National Telegraph Company, by purchase of its personal property and lease of its line for 999 years.
Date of consolidation: (1) September, 1867. (2) March, 1868. (3) October, 1869. (4) September, 1869.
General offices of the company are located at Philadelphia, Pa.
Address correspondence relating to this report to Brown and Wells, Counsellors-at-Law, 36 Wall street, New York city.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Monongahela Valley Telegraph Company chartered March 14, 1865, with authority to extend its operations, make consolidation with other companies and adopt any other name or style.

The name of the Pacific and Atlantic Telegraph Company of the United States adopted under the above authority, August 1, 1866. All the lines of this company were leased to the Western Union Telegraph Company for a period of 999 years.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

This company does not operate separately, but messages are sent over its lines by the lessee at the tariff rates reported by it.

SUMMARY OF PAYMENTS.

Its expenses, receipts and payments accrue to and are paid by the Western Union Telegraph Company and appear in the report of that company.

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: No dividend was formally declared, but the rental provided for under the lease to the Western Union Telegraph Company, being 4 per cent per annum on the par value of the capital stock was paid ratably to the stockholders of the Pacific and Atlantic Telegraph Company in the proportion of their respective holdings.

PENNSYLVANIA TELEPHONE COMPANY.

OFFICERS.

TITLE.	NAME.	RESIDENCES.
President.	Francis Jordan.	Harrisburg, Pa.
Vice President,	A. R. Shellenberger,	do.
Secretary.	M. H. Buehler,	do.
Treasurer,	W. Bampffield,	do.
General Manager,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Francis Jordan,	Harrisburg, Pa.	Wm. H. Beck,	Washington, D. C.
A. R. Shellenberger,	Harrisburg, Pa.	H. S. Huidekoper,	Philadelphia, Pa.
H. A. Kelker,	Harrisburg, Pa.	C. Jay French,	Boston, Mass.
Chas. Jas. Bell,	Washington, D. C.		

Date of annual meeting for election of directors: Third Wednesday of January.
Name of line: The Pennsylvania Telephone Company.
By whom owned: The Pennsylvania Telephone Company.
By whom operated: The Pennsylvania Telephone Company.
With what other companies consolidated: The Pennsylvania and New Jersey Telephone Company.
Date of consolidation: January 23, 1886.
The general offices of the company are located at 222 Market street, Harrisburg, Pa.
Address correspondence relating to this report to M. H. Buehler, secretary.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

On June 10, 1882, The Southern Pennsylvania Telephone Company was incorporated for general telephone purposes, in the counties of Lancaster, York, Adams, Dauphin, Cumberland, Franklin, Fulton and Perry, under Act of April 29, 1874, and supplements.

On December 6, 1882, the Court of Common Pleas of Dauphin county, on application of the above named company, by formal decree for that purpose, changed the name to that of the Pennsylvania Telephone Company.

On November 23, 1885, The Pennsylvania and New Jersey Telephone Company was incorporated, authorizing a general telephone business in the counties of Lebanon, Berks, Schuylkill, Lehigh, Carbon, Monroe, and Northampton, in the State of Pennsylvania, and in the State of New Jersey.

On January 23, 1886, said Pennsylvania and New Jersey Telephone Company, by deed made under statutory authority, granted and conveyed all the property, corporate rights, powers and privileges held under the said charter, to the Pennsylvania Telephone Company, as per deed duly recorded in said county of Dauphin, in Deed book T, vol. 6, page 329, etc.

SUMMARY OF PAYMENTS.

For construction of new lines,	\$85,025 54
Interest,	968 62
Dividends,	13,706 87
Miscellaneous,	126,580 46
Taxes,	5,463 05
Total,	\$231,744 54
Total amount of surplus fund,	\$63,359 10

GENERAL BALANCE SHEET.

DR.		CR.	
Plant,	\$445,676 18	Capital stock,	\$549,466 67
Perpetual-franchise from American Bell Telephone Company,	174,800 00	Debt,	18,985 78
Material on hand at head office and branches,	8,415 37	Reserve,	5,019 97
Accounts receivable,	3,677 29	Undivided profits,	63,359 10
Cash,	4,262 68		
Total,	\$636,831 52	Total,	\$636,831 52

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: January 18, 1893, quarterly, one and one-quarter per cent; April 19, 1893, quarterly, one and one-fourth per cent.

Paid in dividends, cash, \$13,706 87

IMPORTANT CHANGES DURING THE YEAR.

New Western Electric Standard Switch Boards were placed in Bangor, Chambersburg, Mauch Chunk, Mahanoy City, and Slatington exchanges.

The Harrisburg, Pottsville and Columbia exchange plants were rebuilt and the rebuilding of the Reading and Lebanon plants were completed and the rebuilding of York and Allentown exchange plants have been commenced.

The iron grounded circuit between Reading and Harrisburg, Reading and Pottsville, and Pottsville and Mahanoy City were replaced by copper metallic circuits.

PHILADELPHIA LOCAL TELEGRAPH COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Henry Bentley,	Philadelphia.
Vice President and General Manager, ..	W. B. Gill,	do.
Secretary,	W. P. Wheatland,	do.
Treasurer,		
General Superintendent,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Henry Bentley,	Philadelphia.	Charles A. Tinker,	New York.
W. C. Wheatland,	Philadelphia.	Thomas T. Eckert,	do.
W. B. Gill,	Philadelphia.	John Van Horn,	do.
James Merrihew,	New York.		

Date of annual meeting for election of directors: Third Tuesday in May.

Name of line: The Philadelphia Local Telegraph Company.

By whom owned: The Philadelphia Local Telegraph Company.

By whom operated: The Philadelphia Local Telegraph Company.

The general offices of the company are located at No. 107 South Third street, Philadelphia.

Address correspondence relating to this report to W. P. Wheatland, secretary, No. 107 South Third street, Philadelphia.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was incorporated by Act of the Legislature of Pennsylvania, approved May 10, A. D. 1871, under the title of The Printing Machine Telegraph Company.

The first section of said Act of incorporation sets forth and recites, among other things as follows: That the corporation upon the filing of a certificate in the office of the Secretary of the Commonwealth may change name of said corporation.

At a meeting of the board of directors of the Printing Machine Telegraph Company, held in the city of Philadelphia, on April 26, 1872, a resolution was offered and unanimously adopted by the board, changing the name of said corporation to that of The Philadelphia Local Telegraph Company, and authorizing a certificate to that effect to be deposited and filed in the office of the Secretary of the Commonwealth, which was done April 30, 1872.

Branch offices are established throughout the city of Philadelphia, and are connected with the main office by the construction of telegraph lines at this time, which wires with trifling extensions have been maintained up to the present time.

The company furnishes quotations and time service to brokers and others, and maintains private lines to manufacturing firms.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

NUMBER OF MILES.	Rate for ten words.	Each additional word.
For one hundred miles or under,	\$0 20	\$0 02
No wire of greater length than eight miles.		

SUMMARY OF PAYMENTS.

Dividends,	\$22,000 00
Miscellaneous,	35,783 20
Taxes,	3,201 65
Surplus fund, cash on hand,	4,695 34
Total,	\$65,680 19
Total amount of surplus fund, cash on hand,	\$4,695 34

GENERAL BALANCE SHEET.

DR.		CR.	
Construction, equipment, plant, etc.,	\$221,180 00	Capital stock,	\$400,000 00
Amount invested in stock of other companies,	178,820 00	Profit and loss,	4,695 34
Cash,	4,695 34		
Total,	\$404,695 34	Total,	\$404,695 34

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 21, 1892, 11-2 per cent.; October 15, 1892, 2 per cent.; January 16, 1893, 1 per cent.; April 15, 1893, 1 per cent.	
Paid in dividends, cash,	\$22,000 00
Balance for the year, or surplus, cash,	\$4,695 34
Surplus at commencement of the year, cash,	1,866 38
Total surplus, cash,	\$4,695 34
Surplus invested as follows:	
Cash,	\$4,695 34

PHILADELPHIA, READING AND POTTSVILLE TELEGRAPH COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Jos. F. Harris,	Philadelphia, Pa.
Secretary,	Howard Hancock,	Philadelphia, Pa.
Treasurer,	John Welch,	Philadelphia, Pa.
Superintendent,	E. R. Adams,	Reading, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
E. P. Wilbur,	Philadelphia, Pa.	J. Lowber Welsh,	Philadelphia, Pa.
A. J. Antelo,	do.	James Boyd,	Norristown, Pa.

Date of annual meeting for election of directors: Last Tuesday in June.
Name of line: Philadelphia, Reading and Pottsville Telegraph Company.
By whom owned: Philadelphia, Reading and Pottsville Telegraph Company.
By whom operated: Philadelphia, Reading and Pottsville Telegraph Company.
The general offices of the company are at 227 South Fourth street, Philadelphia.
Address correspondence relating to this report to D. Jones, comptroller.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

NUMBER OF MILES.	Rates for ten words.	Each additional word.
For one hundred miles or under,	15, 20 and 25 cts.	1 and 2 cts.
For one hundred miles and under two hundred miles,	25 cts.	2 cts.
For two hundred miles and under three hundred miles,	25 cts.	2 cts.

SUMMARY OF PAYMENTS.

For construction of new lines,	\$3,080 34
Maintenance and repairs,	12,916 38
Salaries and wages,	60,314 69
Interest,	12,000 00
Dividends,	3,000 00
Miscellaneous,	6,256 89
Taxes,	620 34
Total,	\$98,189 14

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	\$215,269 19	Capital stock,	\$20,000 00
Equipment,	57,792 85	Debenture bonds,	200,000 00
Material,	2,078 38	Coupons December 1, 1893, accrued,	1,000 00
Cash,	1,807 92	Sundry dividends uncollected,	225 00
Sundry debtors,	64,790 04	Sundry creditors,	78,644 51
		Profit and loss,	41,368 87
Total,	\$341,238 38	Total,	\$341,238 38

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: November 30, 1892, 15 per cent.

Paid in dividends, cash,	\$3,000 00
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POSTAL TELEGRAPH COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	A. B. Chandler,	New York City.
Vice President,	Edward C. Platt,	New York City.
Secretary,	C. C. Adams,	Philadelphia.
Treasurer,	Geo. R. Williamson,	New York City.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
A. B. Chandler,	New York City.	George W. Dunn,	Philadelphia.
Edward C. Platt,	New York City.	William L. Stanger,	do.
Charles C. Adams,	Philadelphia.		

Date of annual meeting for election of directors: Third Monday in February.

Name of line: Postal Telegraph Company.

By whom owned: By the stockholders.

By whom operated: Postal Telegraph Cable Company of New York.

The general offices of the company are located at Philadelphia.

Address correspondence relating to this report to Geo. R. Williamson, New York city.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized December 6, 1882.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Rates for ten words within the State, twenty-five cents; each additional word two cents.

POSTAL TELEGRAPH AND CABLE COMPANY NO. 1.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	A. B. Chandler,	New York city.
Vice President,	E. C. Platt,	New York city.
Secretary,	C. C. Adams,	Philadelphia.
Treasurer,	George R. Williamson,	New York city.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
A. B. Chandler,	New York city.	George W. Dunn,	Philadelphia.
E. C. Platt,	New York city.	William L. Stanger,	do.
C. C. Adams,	Philadelphia.		

Date of annual meeting for election of directors: Third Monday in February.

Name of line: Postal Telegraph and Cable Company, No 1.

By whom owned: By the stockholders.

By whom operated: Postal Telegraph Cable Company of New York.

The general offices of the company are located at Philadelphia.

Address correspondence relating to this report to Geo. R. Williamson, New York city.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized February 14, 1884.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Rates for ten words within the State, twenty-five cents; each additional word two cents.

POSTAL TELEGRAPH AND CABLE COMPANY, No 2.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	A. B. Chandler,	New York City.
Vice President,	E. C. Platt,	New York City.
Secretary,	C. C. Adams,	Philadelphia.
Treasurer,	George R. Williamson,	New York City.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
A. B. Chandler,	New York City.	George W. Dunn,	Philadelphia.
E. C. Platt,	New York City.	William L. Stanger,	do.
C. C. Adams,	Philadelphia.		

Date of annual meeting for election of directors: Third Monday in February.

Name of line: Postal Telegraph and Cable Company, No. 2.

By whom owned: By the stockholders.

By whom operated: Postal Telegraph Cable Company of New York.

The general offices of the company are located at Philadelphia.

Address correspondence relating to this report to Geo. R. Williamson, New York city.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized February 14, 1884.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Rates for ten words within the State, twenty-five cents; each additional word two cents.

POSTAL TELEGRAPH AND CABLE COMPANY NO. 3.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	A. B. Chandler,	New York city.
Vice President,	E. C. Platt,	New York city.
Secretary,	C. C. Adams,	Philadelphia.
Treasurer,	George R. Williamson,	New York city.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
A. B. Chandler,	New York city.	George W. Dunn,	Philadelphia.
E. C. Platt,	New York city.	William L. Stanger,	do.
C. C. Adams,	Philadelphia.		

Date of annual meeting for election of directors: Third Monday in February.
Name of line: Postal Telegraph and Cable Company, No. 3.
By whom owned: By the stockholders.
By whom operated: Postal Telegraph Cable Company of New York.
The general offices of the company are located at Philadelphia.
Address correspondence relating to this report to Geo. R. Williamson, New York city.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized December 1, 1885.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Rates for ten words within the State, twenty-five cents; each additional word two cents.

POSTAL TELEGRAPH CABLE COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	A. B. Chandler,	New York City.
Vice President,	Geo. S. Coe,	do.
Vice President,	Wm. H. Baker,	do.
Secretary,	John O. Stevens,	do.
Treasurer,	E. C. Platt,	do.
Assistant Secretary and Treasurer, . . .	Theo. L. Cuyler,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
A. B. Chandler,	New York City.	J. W. Mackay,	Virginia City, Nev.
Geo. S. Coe,	do.	Jas. W. Ellsworth,	Chicago, Ill.
Wm. H. Baker,	do.	Wm. C. Van Horne,	Montreal, Canada.
E. C. Platt,	do.	Chas. R. Hosmer,	Montreal, Canada.
J. W. Mackay, Jr.,	do.	John O. Stevens,	New York City.
Geo. G. Ward,	do.		

Date of annual meeting for election of directors: First Tuesday of February.
Name of line: Postal Telegraph Cable Company of New York.
By whom owned: By the stockholders.
By whom operated: By the company.
The general offices of the company are located at No. 1. Broadway, New York city.
Address correspondence relating to this report to J. O. Stevens, secretary, No. 1, Broadway, New York.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Company organized January 22, 1886, under the laws of the State of New York. Capital \$5,000.00, which has been increased from time to time, and the stock used for the purchase or exchange of personal property and lines for the said company. All the stock was issued as full paid up stock, and is not liable to assessments from the owners or holders thereof. That the amount of property purchased by said stock is not now known. That the nominal capital is now \$10,000.00 amount of stock issued, \$3,600,000.00. This company now owns and leases and controls many other lines of telegraph in many of the states. Nearly all the lines were acquired by the transfer of stock and were already completed before this company took possession of them. Other lines are leased at an annual rental for their use.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

NUMBER OF MILES.	Rates for ten words.	Each additional word.
For one hundred miles or under,	25 cts.	2 cts.
For one hundred miles and under two hundred miles,	25 cts.	2 cts.
For two hundred miles and under three hundred miles,	25-40 cts.	2-3 cts.
For three hundred miles and under four hundred miles,	25-40 cts.	2-3 cts.
For four hundred miles and under five hundred miles,	25-40 cts.	2-3 cts.

ROCKHILL TELEGRAPH COMPANY.

OFFICERS.

TITLE.	NAME.	RESIDENCES.
President,	Wm. A. Ingham,	Philadelphia.
Secretary,	J. E. Haverstick,	Philadelphia.
Treasurer,	A. W. Sims,	Rockhill Fur' ce, Pa
General Mauager,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Wm. A. Ingham,	Philadelphia.	George Wood,	Philadelphia.
Edward Roberts, Jr.,	do.	John Markle,	Jeddo, Pa.
Percival Roberts,	do.	One vacancy,	

Name of line: Rockhill Telegraph.
By whom owned: Rockhill Telegraph Company.
By whom operated: East Broad Top Railroad and Coal Company.
The general offices of the company are located at 320 Walnut street, Philadelphia.
Address correspondence relating to this report to J. E. Haverstick, secretary and treasurer.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized under charter dated November 2, 1874. Constructed by East Broad Top Railroad and Coal Company, who lease and operate the line.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

NUMBER OF MILES.	Rates for ten words.	Each additional word.
For one hundred miles or under,	\$0 25	\$0 02

GENERAL BALANCE SHEET.

DR.		CR.	
Cash,	\$401 66	Capital,	\$300 00
		Interest,	101 66
Total,	\$401 66	Total,	\$401 66

ROYAL TELEGRAPH AND TELEPHONE COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	W. P. Logan,	826 Drexel Building, Philadelphia, Pa.
Secretary,	William McLaughlin,	826 Drexel Building, Philadelphia, Pa.
Treasurer,		
General Manager,	John F. Moyer,	Steubenville, Ohio.
General Superintendent,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
W. P. Logan,	826 Drexel Building, Phila., Pa.	Charles W. Campbell,	Washington, Pa.
John W. Donnan,	Washington, Pa.	John F. Moyer,	Steubenville, O.
Alvan Donnan,	Washington, Pa.		

Name of line: Royal Telegraph and Telephone Line.
By whom owned: Royal Gas Company.
By whom operated: Royal Gas Company.
The general offices of the company are located at 826 Drexel Building, Philadelphia, Pa.
Address correspondence relating to this report to W. P. Logan, 826 Drexel Building, Philadelphia, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered on the 24th of January, 1887.

The company was organized for the purpose of maintaining a single line for the sole use of the Royal Gas Company, in its operations, and has been limited to that use ever since its organization.

An appropriation of \$1,000.00 was made for construction, which forms the liability to the Royal Gas Company.

The cost of maintenance is borne by the Royal Gas Company, it being the only beneficiary.

GENERAL BALANCE SHEET.

DR.		CR.	
Organization expenses.	\$177 75	Ten per cent. of authorized capital.	\$1,000 00
Cash.	822 25		
Total.	\$1,000 00	Total.	\$1,000 00

WESTERN UNION TELEGRAPH COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President and General Manager.	Thomas T. Eckert.	New York city.
Vice President.	John Van Horne.	New York city.
Vice President.	R. C. Clawry.	Chicago, Ill.
Vice President.	George J. Gould.	New York city.
Acting Vice President and Auditor.	J. B. Van Every.	New York city.
Secretary.	A. R. Brewer.	New York city.
Treasurer.	R. H. Rochester.	New York city.
Assistant Treasurer.	M. T. Wilbur.	New York city.
General Attorney.	G. H. Fearons.	New York city.

DIRECTORS.*

Thomas T. Eckert, John T. Terry, John Van Horne, Russell Sage, Alonzo B. Cornell, Samuel Sloan, Robert C. Clowry, George J. Gould, Edwin Gould, John G. Moore,	Percy R. Pyne, Charles Lanier, John Jacob Astor, George Bliss, Sidney Shepherd, J. Pierpont Morgan, John Hay, William D. Bishop, C. P. Huntingdon, George B. Roberts,	Charles F. Mayer, Chauncey M. Depew, James W. Clendenin, Henry M. Flagler, Henry B. Hyde, W. Murray Crane, Austin Corbin, Oliver Ames, 2d, Louis Fitzgerald, J. B. Van Every.
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* The postoffice address of the majority of the directors is New York city.

Date of annual meeting for election of directors: Second Wednesday in October.

Name of line: Western Union Telegraph Company.

By whom owned: Western Union Telegraph Company.

By whom operated: Western Union Telegraph Company.

With what other companies consolidated: American Union Telegraph Company; Atlantic and Pacific Telegraph Company.

Date of consolidation: January 19, 1881.

The general offices of the company are located at 195 Broadway, New York city.

Address correspondence relating to this report to Brown and Wells, Counsellors-at-Law, 36 Wall street, New York city.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The date of the original charter was April 1, 1851, under the title of the New York and Mississippi Valley Printing Telegraph Company.

The name was changed to the Western Union Telegraph Company by Act of Legislature, passed April 4, 1856.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Rate for ten words, twenty-five cents; each additional word, two cents day, one cent night.

SUMMARY OF PAYMENTS.

Interest,	\$893,386 00
Dividends,	4,631,819 84
Sinking fund,	39,991 00
Taxes, \$412,300.26 included in expenses.	
Surplus fund,	1,930,840 44
Total,	\$7,496,037 28

GENERAL BALANCE SHEET.

DR.		CR.	
Telegraph line, stocks owned of leased telegraph companies that are merged in the Western Union Company's system, franchises, patents, etc.,	\$98,839,222 45	Capital stock,	\$94,820,000 00
Stocks in telegraph and telephone companies and other securities,	16,000,713 04	Funded debt,	15,242,340 00
Real estate,	4,925,821 18	Gold and Stock Telegraph Company for stocks of other companies held through lease of that company until 1981,	2,264,200 00
Supplies and material in supply department,	407,306 35	Sundry accounts payable, etc. (including dividend payable July 15, 1893.)	3,087,629 94
Sundry accounts receivable, etc.,	1,855,670 59	Surplus of income,	8,485,003 69
Cash in treasury and in hands of agents (since remitted to treasury),	1,451,536 13		
Sinking fund for redemption of bonds,	418,908 89		
Total,	\$123,839,173 63	Total,	\$123,839,173 63

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue: The present Western Union Telegraph Company treats its business as if its organization had been effected July 1, 1866, the date of the completion of what was at that time the most important consolidations. Since that time its capital stock has been increased to \$94,820,000.00, for acquisition of stocks of other telegraph companies and of other properties.

Paid in dividends, stock, \$8,620,147.94; cash, \$4,631,819.84; total,	\$13,251,967 78
Paid to sinking fund,	\$39,991 00
Balance for the year, or surplus,	1,930,840 44
Surplus at commencement of the year,	15,174,311 19
Total surplus,	\$8,485,003 69

WILLIAMSPORT AND NORTH BRANCH TELEPHONE COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	H. C. McCormick,	Williamsport, Pa.
Vice President,	Benjamin G. Welch,	Hughesville, Pa.
Secretary,	C. Wm. Woddrop,	Hughesville, Pa.
Treasurer,	S. T. McCormick,	Williamsport, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
H. L. Taylor,	Buffalo, N. Y.	S. D. Townsend,	Hughesville, Pa.
John Satterfield,	Buffalo, N. Y.	J. S. Bailey,	do.
Benjamin G. Welch,	Hughesville, Pa.	C. Wm. Woddrop,	do.

Date of annual meeting for election of directors: First Friday in December of each year.
Name of line: Williamsport and North Branch Telephone Company.
By whom owned: Williamsport and North Branch Telephone Company.
By whom operated: Williamsport and North Branch Railroad Company.
The general offices of the company are located at Hughesville, Lycoming county, Pa.
Address correspondence relating to this report to S. D. Townsend, director, and auditor of Railroad Company, Lessee.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Rates adjusted by lessee. Fifteen cents per message.

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: The lines of this company are leased to the Williamsport and North Branch Railroad Company, which company now owns the entire capital stock of the telephone company.



TABULATED RESULTS

— COMPILED FROM —

Reports of Railroad Companies.

	800,000 00	645,306 00	12,306	50		9	58,075 00
Chartiers,	800,000 00	645,306 00	12,306	50			
Cherry Grove,	50,000 00	10,000 00	1,000	50			
Chester Creek,	272,100 00	272,100 00	5,442	50		6	11,100 30
Chester and Delaware River,	40,000 00	40,000 00	800	50			
Chestnut Hill,	120,650 00	120,650 00	2,413	100		12	14,478 00
Carlton River,	120,000 00	120,000 00	12,000	50			
Cleveland and Pittsburg,	11,253,500 00	11,247,355 79		50	70	7 K.	780,925 30
Colebrookdale,	500,000 00	297,215 00	5,922	50			
Columbia and Fort Deposit,	1,800,000 00	1,000,000 00	20,000	50			
Connetquot,	1,900,000 00	1,278,300 00	25,556	50		10	60,000 00
Cornwall,	400,000 00	400,000 00	1,000	100		6	70,638 00
Cornwall and Lebanon,	800,000 00	800,000 00	16,000	50			
Cornwall and Oakland,	200,000 00	200,000 00	4,000	50		19	152,000 00
Conduits and Fort Allegany,	200,000 00	200,000 00	4,000	50			
Cresson, Clearfield County and New York Short Route,	1,000,000 00	1,000,000 00	20,000	100		11	24,000 00
Cumberland Valley,	2,000,000 00	1,777,850 00	35,557	50			
Delaware and Hudson Canal Company's Railroad,	30,000,000 00	30,000,000 00	300,000	50		8	142,228 00
Delaware, Lackawanna and Western,	\$26,200,000 00	26,200,000 00	524,000	100		7	2,100,000 00
Delaware, Susquehanna and Schuylkill,	1,000,000 00	1,000,000 00	20,000	50	145		1,834,000 00
Dillingham and Mechanicsburg,	300,000 00	300,000 00	1,700	50			* 100,000 00
Downingtown and Lancaster,	500,000 00	405,650 00	8,413	50			
Dunkirk, Allegheny Valley and Pittsburg,	1,300,000 00	1,300,000 00	13,000	100			
East Broad Top,	1,000,000 00	845,589 43	16,303	50			
East Mahanoy,	600,000 00	457,750 00	9,455	50		\$2.90 per s.	28,859 50
East Pennsylvania,	41,750,450 00	1,730,450 00	31,000	50		6	10,854 00
Edgewood,	15,000 00	15,000 00	300	50			
Elmira and Williamsport,	1,000,000 00	1,000,000 00	20,000	50	44 c. / 1 1/2 p. /	5 & 6	51,500 00
Ellwood Connecting,	50,000 00	50,000 00	1,000	50			
Emporium and Rich Valley,	100,000 00	100,000 00	1,000	100	100 00		
Engelside,	50,000 00	50,000 00	600	50			
Erie and Pittsburg,	2,500,000 00	1,598,100 00	39,365	50		6 1/2	129,896 50
Erie and Wyoming Valley,	5,000,000 00	1,500,000 00	30,000	50		6 c. /	
Falls Brook,	5,000,000 00	5,000,000 00	100,000	50		8 1/2 p. /	311,250 00
Falls Creek,	30,000 00	30,000 00	300	100		7 1/2	2,322 82
Fayette County,	1,500,000 00	107,400 00	2,148	50	70 00	8	8,952 00
Ferry Mountain,	20,000 00	20,000 00	400	50			
Gettysburg and Harrisburg,	600,000 00	600,000 00	12,000	50			
Greencille,	15,000 00	15,000 00	300	50			
Hanover and York,	325,500 00	325,500 00	6,500	50			
Harrisburg, Portsmouth, Mount Joy and Lancaster,	2,500,000 00	1,182,550 00	29,651	50		23 c. /	82,778 50
Huntingdon and Broad Top Mountain,	3,550,000 00	3,371,750 00	67,345	50	35 c. / 51 p. /	3 1/2 p. /	201,728 75
Hunter's Run and Slate Belt,	100,000 00	11,500 00	230	50			
Ironton,	200,000 00	200,000 00	1,000	50		6	12,000 00
Jamestown and Franklin,	1,000,000 00	607,243 00	12,145	50			
Jefferson,	2,095,050 00	2,095,050 00	41,921	50			
Johnsboro,	300,000 00	200,000 00	1,000	50			
Jones Lake,	20,000 00	20,000 00	200	100		6	1,500 00

* Stock "authorized" not being given, the amount "outstanding" is inserted.

† Stock "authorized" being unlimited, the amount outstanding is inserted.

‡ C'n preferred stock.

§ Not to exceed amount expended for construction, and amount, "outstanding," is therefore given as amount "authorized."

• Forty per cent. dividend declared from profits of company, April, 1890, to June 30, 1892.

TABLE A—STOCK AND DIVIDENDS—CONTINUED.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock outstanding.	Number of shares issued.	Par value of each share.	Market price of shares on June 30, 1893.	DIVIDENDS DECLARED DURING YEAR ENDING JUNE 30, 1893.	
						Ratio.	Amount.
Junetown.	\$250,000 00	\$250,000 00	5,000	\$50	..	40	\$100,000 00
Kendall and Eldred.	150,000 00	50,000 00	900	100	..	..	..
Kensington and Tacony.	400,000 00	300,000 00	3,000	100	..	..	..
Kinzua.	100,000 00	84,000 00	6,000	50	..	..	..
Kinzua Creek and Kraut.	120,000 00	65,600 00	656	100	..	15	9,840 00
Kinzua Houliock.	103,150 00	103,150 00	..	..	..	..	..
Kinzua Valley.	103,000 00	103,000 00	1,030	100	..	..	..
Lackawanna and Montrose.	130,000 00	130,000 00	2,610	50	..	..	..
Lancaster, Oxford and Southern.	500,000 00	100,000 00	2,000	50	..	6 c.	..
Lake Shore and Michigan Southern.	50,000,000 00	50,000,000 00	500,000	100	..	10 c.	3,021,340 00
Lehigh and Lackawanna.	1,000,000 00	370,500 00	7,410	50	..	..	..
Lehigh and Susquehanna. (*)	+15, 116, 113 69	15, 116, 113 69	..	..	..	..	..
Lehigh Valley.	140,441,100 00	40,441,100 00	808,822	50	..	5½ c.	2,229,044 00
Lewisburg and Tyrone.	1,200,000 00	1,200,000 00	24,000	50	..	10 p.	..
Ligonier Valley.	100,000 00	100,000 00	3,200	50	..	..	..
Little Saw Mill Run.	250,000 00	144,375 00	3,775	50	..	6	9,600 00
Little Schuylkill Navigation.	12,487,850 00	2,487,850 00	49,757	50	\$60 00	7	174,149 50
Loyalsock.	300,000 00	300,000 00	6,000	50	..	..	..
Lykens Valley.	800,000 00	600,000 00	30,000	20	30 00	10	60,000 00
McKean and Buffalo.	400,000 00	400,000 00	8,000	50	..	..	..
MeKeesport and Bessener.	100,000 00	100,000 00	2,000	50	..	..	..
MeKeesport Connecting.	40,000 00	40,000 00	400	100	..	..	..
Marioning Valley.	45,000 00	45,000 00	450	100	..	..	..
Marpleton and Hocky Ridge.	10,000 00	10,000 00	200	50	..	..	..
Marth's Creek.	40,000 00	30,000 00	400	100	..	..	..
Medwille, Connecticut Lake and Lanesville.	200,000 00	200,000 00	4,000	50	..	..	..
Middletown and Hummelstown.	165,000 00	165,000 00	3,300	50	..	..	..
Mill and Centre County.	1,000,000 00	167,775 00	3,355½	50	..	..	..
Mill Creek and Mino Hill.	353,375 00	353,375 00	12,955	25	..	..	32,337 50
Mine Hill and Schuylkill Haven.	4,210,200 00	4,210,200 00	84,201	50	..	3½ & 4	315,765 00
Monongahela Connecting.	500,000 00	450,000 00	4,500	100	..	6	27,000 00
Monongahela River and Streets Run.	100,000 00	100,000 00	1,000	25	..	..	..
Montour.	100,000 00	100,000 00	2,000	50	..	..	..
Mont Alto.	500,000 00	100,000 00	4,400	25	..	..	..
Montrose.	500,000 00	304,900 00	6,098	50	..	3	9,147 00
Mount Carbon and Port Carbon.	282,350 00	282,350 00	5,647	50	..	11½	32,187 90

NAME OF COMPANY.

TABLE A—STOCKS AND DIVIDENDS—CONTINUED.

NAME OF COMPANY.	Capital stock as au- thorized by law.	Amount of stock out- standing.	Number of shares is- sued.	Par value of each share.	Market price of shares on June 30, 1888.	Ratio.	Amount.	DIVIDENDS DECLARED DURING YEAR END- ING JUNE 30, 1888.
Philadelphia and Reading Terminal	8,500,000 00	8,500,000 00	170,000	50	...	...	...	...
Philadelphia and Trenton	1,250,000 00	1,250,000 00	12,331	100	...	...	...	...
Philadelphia, Wilmington and Baltimore	11,810,350 00	11,810,350 00	236,387	50	...	...	...	...
Pickering Valley	1,000,000 00	1,000,000 00	1,845	50	...	...	...	...
Pine Creek	4,000,000 00	4,000,000 00	20,000	50	...	...	...	...
Pittsburg and Cusick Summit	1,000,000 00	1,000,000 00	9,028	50	...	...	...	...
Pittsburg, Chaglers and Youngblood	1,000,000 00	700,000 00	14,000	50	...	...	...	...
Pittsburg, Cincinnati, Chicago and St. Louis	120,500,000 00	47,488,391 01	467,614	100	...	...	...	...
Pittsburg and Connelleyville	5,000,000 00	1,454,091 46	38,888	50	...	...	...	...
Pittsburg, Fort Wayne and Chicago	34,667,616 31	34,667,616 31	315,476	100	...	...	...	...
Pittsburg Junction	1,400,000 00	1,400,000 00	28,800	50	...	...	...	...
Pittsburg and Lake Erie	1,000,000 00	1,000,000 00	80,000	50	...	...	...	...
Pittsburg, Marion and Chicago	7,500,000 00	7,500,000 00	10,000	50	...	...	...	...
Pittsburg, Meigsport and Youngblood	4,000,000 00	3,459,650 00	79,133	50	...	...	...	...
Pittsburg and Moon Run	150,000 00	150,000 00	3,000	50	...	...	...	...
Pittsburg and Northern	4,800,000 00	4,800,000 00	96,000	50	...	...	...	...
Pittsburg, Shouango and Lake Erie	2,300,000 00	2,024,800 00	40,496	50	...	...	...	...
Pittsburg, Virginia and Charleston	16,000,000 00	12,460,000 00	259,400	50	...	...	...	...
Pittsburg and Western	4,000,000 00	3,463,311 58	69,665	50	...	...	...	...
Pittsburg, Youngstown and Ashtabula	30,000 00	12,650 00	240	50	...	...	...	...
Plymouth	500,000 00	500,000 00	10,000	50	...	...	...	...
Pondorey and Newark	458,373 00	398,373 09	6,114	50	...	...	...	...
Reading and Columbia	250,000 00	250,000 00	5,000	50	...	...	...	...
Reading, Marietta and Harlow	300,000 00	170,000 00	3,400	50	...	...	...	...
Reynoldsville and Falls Creek	1,000,000 00	491,000 00	9,820	50	...	...	...	...
Ridgway and Clearfield	205,000 00	205,000 00	4,100	50	...	...	...	...
River Front	50,000 00	50,000 00	1,000	50	...	...	...	...
Rupert and Bloomsburg	200,000 00	117,987 50	2,359	50	...	...	...	...
Saltbury	50,000 00	50,000 00	1,000	50	...	...	...	...
Schenckell and Lehigh	4,500,000 00	4,500,000 00	90,000	50	...	...	...	...
Schenckell River East Side	516,050 00	516,050 00	11,321	50	...	...	...	...
Schenckell Valley Navigation Railroad	12,500 00	12,500 00	125	100	...	...	...	...
Stude Creek	2,000,000 00	2,000,000 00	40,000	50	...	...	...	...
Summit, Sunbury and Lewisburg	1,500,000 00	803,450 60	17,389	50	...	...	...	...
Shanokin Valley and Pottsville	500,000 00	153,350 00	3,065	50	...	...	...	...

Sharpsville,	350,000 00	7,000	50	50	149,990 00
Sheffield and Spring Creek,	100,000 00	1,000	100		
Shenango Valley,	60,000 00	1,200	50		
Shenandoah Valley,	90,000 00	900	100		
Shickwater Connecting,	10,000 00	1,000	100		
State Run,	160,000 00	1,600	100		
State Run,	200,000 00	81,000 00	50		
Somerset County,	1,000,000 00	20,000 00	50		
Somerset and Cambria,	250,000 00	5,000 00	50		
South Chester,	75,000 00	1,500 00	50		
South Easton and Phillipsburg,	210,000 00	28,000 00	50		
South Fork,	3,000,000 00	1,499,910 00	29,998	10	
South-West Pennsylvania,	800,000 00	16,000 00	50		
Southern Pennsylvania Railway and Mining Company,	200,000 00	950,000 00	50		
State Line,	1,000,000 00	980,250 00	50		
State Line and Sullivan,	10,000 00	7,700 00	50		
Stewart,	200,000 00	1,400 00	50		
Stewartstown,	100,000 00	176,100 00	50		
Stony Creek,	121,000 00	290	100		
Sugar Run,	1,000,000 00	20,000 00	50		
Sunbury, Hazleton and Wilkes-Barre,	600,000 00	12,000 00	50		
Sunbury and Lewistown,	180,000 00	3,600 00	50		
Susquehanna and Buffalo,	1,000,000 00	5,720 50	50		
Susquehanna and Clearfield,	300,000 00	300,000 00			
Tamaqua, Hazleton and Northern,	60,000 00	920	50		
Tandaghton and Fabusault,	45,000 00	580,900 00	50		
Tioga,	100,000 00	2,000	50		
Tiomeka Valley,	50,000 00	43,250 00	50		
Tipton,	1,000,000 00	2,000 00	50		
Trenton Cut-off,	250,000 00	2,600 50	50		
Trescow,	250,000 00	5,000 00	50		
Turtle Creek Valley,	105,000 00	2,100 00	50		
Tuscarora Valley,	1,000,000 00	20,000 00	50	5	50,000 00
Tyrone and Clearfield,	20,000 00				
Ursina and North Fork,	75,000 00	1,500	50		
Warren and Farnsworth,	270,000 00	101,854 97	50		
Waynesburg and Washington,	165,000 00	3,300	50		
West Chester,	1,224,000 00	20,175	50	5	8,250 00
Western Maryland,	30,000,000 00	1,008,750 00	100		
Western New York and Pennsylvania,	4,000,000 00	30,000,000 00			
Western Pennsylvania,	5,500,000 00	1,775,000 00	50	8	142,000 00
Wheeling, Pittsburg and Baltimore,	50,000 00	110,000 00	50		
Wilcox,	25,000 00	25,000 00	50		
Wilcox and Rocky Run,	150,000 00	3,000	100		
Wilkes-Barre and Harvey's Lake,	500,000 00	10,000 00	50	5	25,000 00
Wilkes-Barre and Scranton,	2,300,612 00	16,984	50		
Williamsport and North Branch,	1,500,000 00	23,363	50		
Wilmington and Northern,	120,000 00	1,800	50		
Williams Valley,	300,000 00	8,000	50		
Wind Gap and Delaware,	400,000 00		50	103	42,000 00
Youghiogheny, Northern,					
	\$1,082,463,377 11	\$925,135,596 38			\$32,062,945 72

* Stock "authorized", being unlimited the amount "outstanding", is inserted.
+ Stock "authorized", not being given the amount "outstanding", is inserted.
The figures compiled for the Turtle Creek Valley Railroad are for eleven months ending May 31, 1893.
The figures compiled for the Tuscarora Valley Railroad are for five months ending June 30, 1893.

TABLE B—DEBT AND INTEREST.

NAME OF COMPANY.	Total amount of funded debt.	Total amount of current liabilities.	Total amount of funded debt and current liabilities.	Total amount of current assets.	Amount of interest accrued during year.	Rate per cent per annum of interest.
Addison and Pennsylvania.	\$487,939 37	\$380,551 19	\$868,490 56	\$3,341 51	\$8,270 85	5 and 6
Allegheny and Kinzua.	285,000 00	40,453 76	325,453 76	11,287 75	3,662 60	5
Allegheny Valley.	16,991,847 62	720,454 90	17,712,302 52	847,507 40	1,130,671 54	4, 5 and 7
Allentown.		12,745 37	12,745 37	20,527 10		
Allentown Terminal.	450,000 00	89,548 25	539,548 25	10,001 85	18,000 00	4
Altoona, Clearfield and Northern.	34,499 14	44,153 59	78,652 73		1,572 00	6
Arnot and Pine Creek.		3,350 74	3,350 74			
Bald Eagle Valley.	352,000 00	290 60	352,290 60	453,925 73	21,120 00	6
Baltimore and Cumberland Valley.	72,800 00		72,800 00		4,368 00	6
Baltimore and Cumberland Valley Extension.	230,000 00		230,000 00		13,800 00	6
Baltimore and Harrisburg.	690,000 00	59,854 32	749,854 32	38,855 32	36,120 00	6
Baltimore and Harrisburg Western Extension.	240,000 00		240,000 00		12,000 00	5
Baltimore and Philadelphia.	4,840,000 00	2,239,198 74	7,079,198 74		217,800 00	4 1/2
Bangor and Portland.	320,000 00		320,000 00	503 51	19,200 00	6
Barclay.	76,000 00	6,000 00	82,000 00	23,979 19	3,800 00	5
Beaver and Elwood.		3,909 03	3,909 03	2,033 82		
Bedford and Bridgeport.	1,700,000 00	1,131 34	1,701,131 34	45,607 59	85,000 00	5
Beech Creek.	5,250,000 00	657,071 94	5,907,071 94	772,782 13	210,853 33	4 and 5
Bellefonte Central.		58,013 27	58,013 27	997 09		
Berlin.		73,890 85	73,890 85			
Berlin Branch.	42,500 00	23,822 84	66,322 84			
Bloomsburg and Sullivan.	599,000 00		599,000 00	990 45	2,574 00	6
Bradford, Bordell and Kinzua.		5,059 33	5,059 33	6,026 57	30,000 00	5
Bradford and Western Pennsylvania.		5,736 90	5,736 90	445 00		
Brownstone and Middletown.		3,608 85	3,608 85			
Buffalo, Bradford and Pittsburg.	580,000 00	247,916 28	827,916 28	2,773 12	40,600 00	7
Buffalo, Rochester and Pittsburg.	10,725,500 00	820,974 99	11,546,474 99	1,147,642 63	551,246 42	5, 6 and 7
Bustleton.		18,900 16	18,900 16			
Cambria and Clearfield.	1,174,000 00	207,934 15	1,381,934 15		44,550 00	5
Catskill and Fogelsville.	135,000 00	195,028 80	330,028 80	53,330 07	6,750 00	5
Catawissa.	1,617,000 00	60,038 80	1,677,038 80	81,054 27		5
Central Pennsylvania and Western.	620,000 00		620,000 00		31,000 00	5
Chambersburg and Gettysburg.		31,000 00	31,000 00	600 00		
Chartiers.	500,000 00	8,681 64	508,681 64	753 43		
Cherry Grove.		5,306 25	5,306 25	117,481 13	35,000 00	7
Chester Creek.	185,000 00	10,000 00	195,000 00			
Chester and Delaware River.	22,300 00	11,223 00	33,523 00		11,100 00	6
Chestnut Hill.		298,288 37	298,288 37		712 00	Various.
Charlton River.		190 50	190 50			
Cleveland and Pittsburg.	7,684,500 00	18,396 15	7,702,896 15	100 50		
		357,701 43	357,701 43	1,429 97		4 1/2 and 7
		8,042,201 93	8,042,201 93	373,503 82	317,745 00	

Colebrookdale.	343,662 00	943,662 00	6,968 91	36,000 00	6
Columbia and Port Deposit.	1,260 71	1,801,260 71	253,525 52	72,000 00	4
Connecting.	1,109,148 51	2,100,198 51	5,752 35	59,400 00	6
Cornwall.			64,129 74		
Cornwall and Lebanon.	35,822 46	885,822 46	46,325 42	40,000 00	
Confluence and Oakland.	48,279 16	248,279 16		10,000 00	5
Coudersport and Fort Allegany.				4,430 00	6
Cresson, Clearfield County and New York Short Route.				45,000 00	6
Cumberland Valley.	164,420 30	751,420 30	38,758 45	21,640 00	8
Delaware and Hudson Canal Company's Railroad.	125,559 86	396,059 86	331,044 30	688,030 00	7
Delaware, Lackawanna and Western.	*3,627,486 50	13,456,486 50	12,483,517 50	214,630 00	7
Delaware, Susquehanna and Schuylkill.	7,974,731 74	11,041,731 74	10,471,513 95		
Dillsburg and Mechanistown.	53,562 23	53,562 23	561,148 76		
Dillingham and Lancaster.	113,759 28	113,759 28	70 00	6,000 00	6
Downtown and Pitsburg.	147,809 69	447,809 69		12,000 00	4
Dunkirk, Allegheny Valley and Pitsburg.	203,827 34	3,103,827 34	40,728 49		4 and 6
East Broad Top.	200,597 24	743,486 12	179,176 44	22,577 83	
East Mahanoy.	21,562 11	21,562 11	21,519 43		
East Pennsylvania.	495,045 89	495,045 89		19,800 00	4
Elmira and Williamsport.	30,095 00	1,600,095 00	38,436 88	88,500 00	5 and 6
Ellwood Connecting.	15,726 66	13,726 66	283 18		
Emporium and Rich Valley.	12,425 50	12,425 50	549 31		
Engleiside.	789 20		18,370 53		
Erie and Pitsburg.	9,504 87	3,404,704 87	12,129 83	214,400 00	4 and 7
Erie and Wyoming Valley.	551,512 69	3,551,512 69	78,869 90	180,000 00	6
Falls Brook.	1,027,483 83	1,737,483 83	1,388,209 79	51,600 00	
Falls Creek.	44 87	44 87	2,904 80		
Fayette County.			80 24		
Gettysburg and Harrisburg.	125,426 57	638,426 57	470 42	32,230 00	5 and 6
Greenlick.	24 35	24 35	19 95	9,555 00	5
Hanover and York.	3,945 00	173,945 00	9,909 02	28,000 00	4
Harrisburg, Portsmouth, Mt. Joy and Lancaster.	57,932 75	757,932 75	58,984 83	147,515 00	4, 5 and 7
Huntstown and Broad Top Mountain.	105,839 29	3,344,389 29	213,459 87		
Hunters Run and Slate Belt.	59,850 31	34,850 31	5,875 13		
Ironton.	7,681 94	7,681 94	103,111 60		
Jamestown and Franklin.	1,200,173 11	1,968,173 11	8,428 14	44,500 00	7
Jefferson.	1,380,075 34	4,480,075 34		154,940 00	4 1/2, 5 and 6
Johnsonburg.	28,527 47	298,527 47	9,738 00	12,000 00	6
Junction.	14,554 30	739,554 30	49,250 12	37,125 00	4 1/2 and 6
Kensington and Tacony.	13,849 43	13,849 43	204 22		
Kinzua Creek and Kane.			1,897 50	950 52	7
Kinzua Henlock.					
Kinzua Valley.	28,196 27	28,196 27			
Lackawanna and Montrose.	6,993 11	6,993 11	2,592 28		
Lancaster Oxford and Southern.	8,075 00	8,075 00	5,291 75		
Lake Shore and Michigan Southern.	1,576 56	1,576 56	2,047 76		
Lehigh and Lackawanna.	3,414,074 74	48,680,074 74	5,478,166 30	3,192,470 00	4, 5 and 7
Lehigh Valley.	600,000 00	600,000 00		42,000 00	7
Lewisburg and Tyrone.	4,738,762 19	38,693,762 19	2,077,982 80	1,995,230 00	4 1/2, 6 and 7
Ligonier Valley.	295,919 30	295,919 30	11,178 70		
Little Saw Mill Run.	2,895 22	77,895 22	1,902 68	3,750 00	5
Little Schuylkill Navigation.	19,202 20	150,500 00	6,518 97	10,492 36	6
Loyalsock.	49,263 05	49,263 05	66,536 12		
Lykens Valley.					
McKeesport and Bessemer.			3,174 71		
McKeesport Connecting.	510,041 25	510,041 25	86,403 29		
	31,433 68	31,433 68	56,886 31		

* Amount of liabilities given are as of December 31, 1892.

TABLE B—DEBT AND INTEREST—CONTINUED.

NAME OF COMPANY.	Total amount of funded debt.	Total amount of current liabilities.	Total amount of funded debt and current liabilities.	Amount of interest accrued during year.	Rate per cent. per annum of interest.
Mahoning Valley.	\$54,000 00	\$179,681 71	\$243,681 71	\$16,307 69	4 1/2
Mauch Chunk, Summit Hill and Switch Back.	200,000 00	895 27	895 27	6,644 41	4
Meadville, Conneaut Lake and Linesville.	200,000 00	42,062 05	200,000 00	75,000 00	6
Middletown and Hummelstown.	200,000 00	49,377 25	249,377 25	24,134 41	6
Milbun and Centre County.	200,000 00	376 25	376 25	18,155 65	6
Mill Creek and Mine Hill.	200,000 00	3,275 13	3,275 13	13,137 91	6
Mine Hill and Schuylkill Haven.	200,000 00	57,039 63	257,039 63	62,437 04	6
Monongahela Connecting.	125,000 00	637 10	259,138 64	7,500 00	6
Monongahela River and Streets Run.	100,000 00	134,158 61	100,000 00	4,609 39	6
Mont Alto.	100,000 00	1,290 36	1,290 36	9,686 05	6
Montrose.	175,000 00	2,740 63	2,740 63	4,523 52	6
Mount Carbon and Port Carbon.	80,000 00	87,838 43	262,838 43	176,348 07	6
Mount Carmel and Natalie.	100,000 00	5,317 50	85,317 50	37,925 02	6
Mount Jewett, Kinzua and Rhierville.	100,000 00	3,006 75	3,006 75	709 88	6
Mount Jewett and Snethport.	100,000 00	1,211 07	1,211 07	4,225 00	6
Mount Penn Gravel.	500,000 00	278,211 08	278,211 08	610,112 55	5
Mount Pleasant and Bradford.	19,000 00	1,830 09	1,830 09	1,184 37	6
Nesquebec.	19,000 00	153,636 17	172,636 17	2,133 35	6
Nesquehoning Valley.	250,000 00	1,966 49	1,966 49	95,872 30	6
Newsink Mountain.	83,447 17 1/2	8,537 66	258,537 66	39 99	6
New Castle and Beaver Valley.	125,000 00	11,279 49	136,279 49	3,528 15	5
New Castle and Sherman's Valley.	19,525,000 00	8,014,330 63	31,461,562 35	4,452,392 35	4, 4 1/2, 5, 6 and 7
Newport and Erie and Western.	50,000 00	1,070,461 48	20,589,461 48	782,940 00	4
New York, Lake Erie and Western Coal.	50,000 00	35,434 08	53,434 08	3,000 00	6
New York, Chicago and St. Louis.	118,377,988 25	692,610 55	119,070,598 80	3,583,835 00	5, 6, and 7
New York and North Pennsylvania.	10,075,000 00	1,090,059 77	11,165,059 77	509,045 58	4 1/2, 5 and 6
New York, Pennsylvania and Ohio.	15,000 00	12,310 00	11,165,059 77	4,500 00	6
New York, Susquehanna and Western.	15,000 00	1,451,104 77	15,737,104 77	739,950 00	4 1/2, 5 and 6
Nittany Valley.	400,000 00	515,049 61	919,049 61	20,000 00	5
Northern Central.	1,200,000 00	523,515 96	7,523,515 96	323,821 65	6 and 7
North East Pennsylvania.	1,500,000 00	5,247 49	1,506,247 49	492,000 00	6
North and West Branch.	600,000 00	1,062,162 56	1,562,162 56	90,000 00	5
North and West Branch.	1,500,000 00	44,075 23	704,075 23	25,000 00	5
Ohio and Baltimore Short Line.	16,000 00	655,775 57	2,153,775 57	33,000 00	5
Ohio Connecting.	16,000 00	29,449,265 89	120,900,585 9	75,000 00	5
Ontario, Carbonale and Seranton.	91,457,593 05	29,449,265 89	120,900,585 9	4,751,390 67	4, 4 1/2, 5 and 6
Oregon and Texas.					
Pennsylvania.					

Pennsylvania Company.	5,579,100 64	51,505,155 64	7,182,280 61	1,084,556 88	4, 4½, 5 and 6
Pennsylvania and New York Canal and Railroad.	98,629 20	10,098,629 20		530,000 00	4, 5, and 7
Pennsylvania Poughkeepsie and Boston.	1,263,962 81	2,263,962 81	21,532 36	139,351 91	4, 6, and 7
Pennsylvania Schuylkill Valley.	7,000,000 00	7,000,000 00	345,151 86	550,000 00	5, 6, and 7
Pennsylvania and North Western.	1,989,000 00	2,106,743 09	118,743 94	115,075 00	5, 6, and 7
Peoples.	1,466 82	37,456 82	28,447 27	1,800 00	5
Perkomeh.	1,025,600 64	2,948,160 64	70,543 09	96,250 00	5
Philadelphia and Baltimore Central.	2,300,000 00	2,200,661 00	417,220 12	104,069 00	4½ and 5
Philadelphia and Chester Valley.	580,510 00	118,411 39	11,419 31	18,025 50	4½ and 5
Philadelphia and Erie.	19,674,000 00	19,776,557 41	677,553 68	1,042,470 00	4, 5, 6 and 7
Philadelphia and Frankford.	489,000 00	1,579,768 88	505,023 38	11,500 00	5
Philadelphia, Germantown and Chestnut Hill.	1,414,000 00	3,589 00	21,844 86	4,315 00	4½
Philadelphia, Germantown and Norristown.		1,144,542 44	701 11		
Philadelphia, Harrisburg and Pittsburg.	700,000 00	716,765 40	16,705 40	17,360 00	5
Philadelphia, Newtown and New York.	165,465,555 18	15,348,376 40	14,516,406 10	7,224,912 83	4, 4½, 5, 6 and 7
Philadelphia and Reading.	9,616 67	2,273,965 15	597,212 86	557 00	
Philadelphia and Trenton.		1,971,993 50			
Philadelphia, Wilmington and Baltimore.		1,692,180 93	2,362,892 84	230,825 29	4, 5 and 6
Pekering Valley.		3,332 30	139 91	25,261 09	6
Pine Creek.		3,545,000 00	3,869,482 33	124,250 00	6
Pittsburg and Castle Shannon.		36,810 46	4,662 75	12,000 00	6
Pittsburg, Chartiers and Younghiogheny.		36,034 92	13,557 63	34,400 00	6
Pittsburg, Cincinnati, Chicago and St. Louis.		3,053,963 97	732,953 97	55,535 37	4 and 6
Pittsburg and Connellsville.		4,704,137 22	3,290,277 59	2,355,657 17	4, 5, 6 and 7
Pittsburg, Fort Wayne and Chicago.		718,033 15	151,031 03	1,182,493 44	5, 6 and 7
Pittsburg Junction.		427,327 78	726,232 78	868,700 00	6
Pittsburg and Lake Erie.		1,490,000 00	61,063 48	224,957 96	5 and 6
Pittsburg, Marion and Chicago.		4,136,242 00	1,065,114 90	225,000 00	5 and 6
Pittsburg, McKeesport and Younghiogheny.		29,554 97	3,621 28	6,000 00	6
Pittsburg and Moon Run.		3,750,000 00			6
Pittsburg and Northern.		13,419 00			
Pittsburg, Shenango and Lake Erie.		53,076 17		118,670 83	5
Pittsburg, Virginia and Charleston.		794,657 08	7,320,868 61	191,250 60	5
Pittsburg and Western.		5,612 63	118,340 13	536,014 67	4, 4½, 5, 6 and 7
Pittsburg, Youngstown and Ashabula.		3,407,137 90	771,527 89	189,800 00	5, 6 and 7
Pomeroy and Newark.		8,623 55	512,915 33		6
Reading and Columbia.		201,758 27	245,601 28	110,300 00	5 and 6
Reading, Marietta and Hanover.		1,027,265 66			
Reynoldsville and Falls Creek.		82,587 11		5,100 00	6
Ridgway and Clearfield.		39,318 97	82,973 17	24,500 00	5
River Front.		491,000 00	247,192 81	9,720 00	4½
Rupert and Bloomsburg.		171,130 02	19,743 89		
Salisbury.		24,398 02	6,257 15		
Schuylkill and Lehigh.		1,680 00	13,056 71	10,300 00	7
Schuylkill River East Side.		31,448 45	17,648 13	51,000 00	4½ and 6
Schuylkill Valley Navigation Railroad.		4,500,000 00	156,995 22	225,000 00	5
Shade Creek.		409 80	16,558 23		
Shamokin, Sunbury and Lewisburg.		32,290 82		110,000 00	5 and 6
Shamokin Valley and Pottsville.		250 45	951,204 69	140,000 00	6
Sharon.		73,267 50	73,305 08	7,580 00	4½
Sharpville.		124,455 61	7,497 65		
Shelfield and Spring Creek.		28,950 50	10,628 31		
Sinemahoning Valley.		914 55			
Slate Run.		11,010 84	16,015 04	32,550 00	5 and 6
Somer-set and Cambria.		636,000 00	245,112 21		
South Chester.		34,644 81	156,014 65		

TABLE B--DEBT AND INTEREST--CONTINUED.

NAME OF COMPANY.	Total amount of funded debt.	Total amount of current liabilities.	Total amount of funded debt and current liabilities.	Total amount of current assets.	Amount of interest accrued during year.	Rate per cent. per annum of interest.
South Fork, . . . . .	..	\$95,962 49	\$85,962 49	..	..	..
South-West Pennsylvania,	\$900,000 00	49,154 61	949,154 61	\$1,144,764 81	\$63,000 00	..
Southern Pennsylvania Railway and Mining Company,	625,000 00	169,550 17	794,550 17	..	43,750 00	7
State Line, . . . . .	..	373,485 72	373,485 72	..	..	..
State Line and Sullivan,	300,000 00	20,134 33	320,134 33	93,636 20	16,800 00	6
Stewartstown, . . . . .	..	..	..	..	..	..
Stony Creek,	350,000 00	589,699 32	939,699 32	6,443 11	24,500 00	7
Sugar Run, . . . . .	..	1,085 37	1,085 37	21,489 12	..	..
Sunbury, Hazleton and Wilkes-Barre,	2,535,000 00	6,765 75	2,541,765 75	3,293 76	142,700 00	5 and 6
Sunbury and Lewisburg,	600,000 00	104,135 44	704,135 44	379,954 96	35,000 00	7
Susquehanna and Clearfield,	285,000 00	92,625 00	377,625 00	223,734 45	14,250 00	5
Tamaqua, Hazleton and Northern, . . . . .	..	39,510 53	39,510 53	10,357 12	..	..
Tiadagton and Fahnustalk,	13,853 00	39 62	13,922 62	367 56	..	..
Tioga,	789,500 00	342 00	789,842 00	2,003 96	50,475 00	5 and 7
Tionesta Valley, . . . . .	..	53,886 34	53,886 34	2,352,652 36	..	..
Tripton, . . . . .	..	..	..	1,991 53	..	..
Trenton Cut-off,	1,200,000 00	..	1,201,285 28	26,534 27	..	..
Trescow, . . . . .	..	1,285 28	1,285 28	..	..	..
Turtle Creek Valley, . . . . .	..	141,570 87	141,570 87	..	..	..
Tyrone and Clearfield,	1,000,000 00	138,919 34	1,138,919 34	4,184 36	..	..
Waynesburg and Washington, . . . . .	..	104,977 07	1,104,977 07	35,000 00	50,000 00	5
West Chester,	91,668 00	26,099 75	124,999 75	8,085 30	69 23	7
Western Maryland, . . . . .	..	12,278 13	103,946 13	7,901 95	37 50	5
Western New York and Pennsylvania,	4,733,530 00	620,719 63	5,354,249 63	391,439 68	222,151 80	34, 4 and 6
Western Pennsylvania,	32,915,195 11	743,506 12	33,658,701 23	1,053,931 29	1,297,018 54	5 and 7
Wheeling, Pitsburg and Baltimore,	4,440,500 00	56,619 61	4,477,139 61	1,241,784 98	204,126 11	4 and 6
Wilcox,	5,500,000 00	..	5,500,000 00	..	275,000 00	5
Wilcox and Rocky Run, . . . . .	..	..	..	3,374 40	..	..
Wilkes-Barre and Harvey's Lake, . . . . .	..	193,657 59	193,657 59	1,566 44	..	..
Wilkes-Barre and Scranton,	500,000 00	80,038 41	580,038 41	..	22,500 00	44
Williamsport and North Branch,	675,000 00	20,845 24	695,845 24	24,396 09	24,135 00	5
Winnington and Northern,	771,000 00	159,758 77	930,758 77	216,741 36	38,304 73	5
Williams' Valley,	37,000 00	72,811 04	109,811 04	63,403 93	1,770 00	6
Wind Gap and Delaware, . . . . .	..	129,241 66	129,241 66	50,000 00	..	..
Youghiogheny, Northern, . . . . .	..	3 00	3 00	7,524 31	..	..
	\$965,713,347 49	\$133,002,239 40	\$1,098,715,586 89	\$1,437,431,945 22	\$46,257,365 60	..

TABLE C.—COST OF ROAD AND EQUIPMENT.

NAME OF COMPANY	Total cost of roads owned.	Total cost of equipment owned.	Total cost of road and equipment to June 30, 1893.	Cost of additions for the year ending June 30, 1893.	Average cost of construction per mile of road.	Average cost of equipment per mile of road.
Addison and Pennsylvania, . . .	\$800,642 92	..	\$1,439,072 43	\$77,706 72	..	..
Allegheny and Kinzua, . . .	41,157 124 06	..	800,612 92	..	..	..
Allegheny Valley, . . .	1,053,747 94	\$1,658,703 91	42,793,831 97	248,227 74	\$158,037 37	\$5,372 28
Allentown, . . .	973,523 33	..	1,083,517 94	..	..	..
Allentown Terminal, . . .	72,036 80	16,032 32	973,333 93	2,677 88	288,859 90	..
Altoona, Clearfield and Northern, . . .	258,350 74	..	88,089 32	1,204 50	..	..
Arnot and Pine Creek, . . .	1,896,544 45	..	258,350 74	6,527 95	21,888 61	..
Bald Eagle Valley, . . .	1,436,241 61	..	1,896,544 45	2,139 43	20,914 68	..
Baltimore and Harrisburg, . . .	9,840,000 00	20,953 83	1,436,241 61	..	165,935 92	..
Baltimore and Philadelphia, . . .	407,511 06	109,475 00	9,840,000 00	20,987 07	12,534 94	..
Bangor and Portland, . . .	400,911 52	33,285 29	516,986 06	10,911 52	32,097 00	..
Barclay, . . .	19,442 30	6,700 00	494,196 81	540 20	..	..
Bear Kock, . . .	128,726 24	15,358 44	26,142 90	32,484 76	25,745 25	..
Beaver and Elwood, . . .	..	..	144,084 68	3,118 08	46,905 03	..
Bedford and Bridgeport, . . .	2,303,320 21	..	2,306,320 21	..	..	..
Beech Creek, . . .	568,972 67	..	10,000,000 00	40,666 08	..	..
Beitstone Central, . . .	50,425 09	..	558,972 67	..	..	..
Berlin, . . .	77,326 19	..	50,425 09	..	6,303 14	..
Berlin Branch, . . .	1,197,650 00	..	77,326 19	..	11,046 60	..
Bloomsburg and Sullivan, . . .	1,450 35	..	1,197,650 00	1,450 35	..	..
Bradford, Bordell and Kinzua, . . .	27,832 74	7,935 86	35,768 60	4,484 67	57 48	..
Bradford and Western Pennsylvania, . . .	21,195 26	7,550 00	21,195 26	..	5,652 07	..
Breckport and Shawmut, . . .	20,000 00	..	27,550 00	2,550 00	..	..
Brownstone and Middletown, . . .	3,114,316 28	..	3,114,316 28	4,372 67	84,147 97	..
Buffalo, Bradford and Pittsburg, . . .	17,690,692 22	3,933,192 62	21,623,884 84	1,499,247 16	63,977 22	14,891 12
Buffalo, Rochester and Pittsburg, . . .	100,000 00	..	100,000 00	..	24,067 30	..
Bustleton, . . .	2,527,994 34	135,150 00	2,527,994 34	653,888 50	25,920 17	..
Cambria and Clearfield, . . .	576,919 99	..	712,069 99	235 62	21,132 60	4,930 55
Catsaqua and Fogelsville, . . .	6,206,668 08	..	6,206,668 08	..	..	..
Catsaqua, . . .	200,000 00	4,240 00	204,240 00	..	..	..
Chambersburg and Gettysburg, . . .	1,134,543 26	..	1,134,543 26	12,781 09	49,848 12	..
Charlert, . . .	457,100 00	..	457,100 00	..	68,325 86	..
Chester Creek, . . .	331,547 09	..	331,547 09	31,429 56	58,166 16	..
Chester and Delaware River, . . .	120,650 00	..	120,650 00	..	30,162 50	..
Chestnut Hill, . . .	137,011 63	15,853 54	132,805 23	39,917 40	11,417 64	..
Clarion River, . . .	14,683,358 73	3,667,806 74	18,551,162 47	126,416 41	74,631 24	1,321 13
Cleveland and Pittsburg, . . .	..	..	672,341 93	..	..	18,492 52
Colebrookdale, . . .	..	..	..	..	..	..

TABLE C—COST OF ROAD AND EQUIPMENT—CONTINUED.

NAMES OF COMPANIES.	1893.					1894.				
	Total cost of roads owned.	Total cost of equipment owned.	Total cost of road and equipment to June 30, 1893.	Cost of additions for the year ending June 30, 1893.	Average cost of construction per mile of road.	Average cost of equipment per mile of road.	Total cost of roads owned.	Total cost of equipment owned.	Total cost of road and equipment to June 30, 1894.	Average cost of construction per mile of road.
Columbia and Port Deposit, Connecting.	\$2,809,621 46	..	\$2,809,621 46	\$402,834 68	\$64,544 48	..	..	..	..	..
Cornwall.	3,372,266 16	..	3,372,266 16	44,575 80	499,594 98	..	..	..	..	..
Cornwall and Lebanon.	677,634 22	\$189,941 41	867,575 86	2,538 90	53,488 12	\$14,991 45	..	..	..	..
Confidence and Oakland.	1,382,237 22	192,888 64	1,575,125 86	21,038 03	55,536 24	..	..	..	..	..
Coudersport and Port Allegheuy.	231,176 57	..	231,176 57	..	11,734 85	..	..	..	..	..
Cresson, Clearfield County and New York Short Route.	212,518 00	69,950 00	282,468 00	..	13,650 00	411 00	..	..	..	..
Cumberland Valley.	1,829,182 35	..	1,829,182 35	..	63,556 79	..	..	..	..	..
Delaware and Hudson Canal Company's Railroad.	2,084,603 12	..	2,084,603 12	18,582 38	25,365 31	..	..	..	..	..
Delaware, Lackawanna and Western.	4,008,066 64	1,808,039 42	5,816,105 06	23,282 86	53,563 78	15,220 47	..	..	..	..
Delaware, Susquehanna and Schuylkill.	17,305,357 25	9,244,024 01	26,549,381 26	79,253 36	88,912 99	47,500 25	..	..	..	..
Dillsburg and Mechanicsburg.	1,092,958 62	174,044 68	1,266,993 30	135,374 35	25,651 56	5,666 38	..	..	..	..
Downington and Lancaster.	215,193 53	..	215,193 53	680 51	28,025 13	..	..	..	..	..
Dunkirk, Allegheny Valley and Pittsburg.	714,439 40	..	714,439 40	7,469 55	18,810 94	..	..	..	..	..
East Broad Top.	4,278,531 67	262,725 00	4,541,256 67	..	47,224 41	2,899 83	..	..	..	..
East Mahanoy.	943,943 00	200,414 48	1,144,357 48	..	30,351 86	6,444 19	..	..	..	..
East Pennsylvania.	497,792 68	..	497,792 68	..	7,888 39	..	..	..	..	..
Edgewood.	1,905,586 01	..	1,905,586 01	..	..	..	..	..	..	..
Elmira and Williamsport.	1,005,586 01	..	1,005,586 01	..	..	..	..	..	..	..
Elmira and Williamsport.	2,218,000 00	2,000 00	2,218,000 00	..	29,377 48	4,662 25	..	..	..	..
Emporium and Rich Valley.	63,443 48	..	63,443 48	..	..	..	..	..	..	..
Engelside.	81,518 87	23,743 78	105,262 65	19,117 12	8,151 85	2,374 38	..	..	..	..
Eric and Pittsburg.	11,700 05	..	11,700 05	..	68,823 58	..	..	..	..	..
Eric and Wyoming Valley.	8,200,280 66	1,895,725 18	5,095,005 84	8,131 87	37,886 59	22,442 59	..	..	..	..
Falls Brook.	5,251,966 68	101,206 24	5,353,172 92	17,598 13	29,171 58	22,641 86	..	..	..	..
Falls Brook.	2,127,545 35	2,117,265 11	4,244,808 46	3,620 77	9,065 63	766 58	..	..	..	..
Falls Brook.	27,196 89	2,269 74	29,466 63	..	..	..	..	..	..	..
Ferncy Mountain.	16,819 20	6,127 19	22,946 39	..	..	..	..	..	..	..
Gettysburg and Harrisburg.	1,126,336 54	95,302 93	1,221,639 51	14,538 23	32,553 66	2,754 42	..	..	..	..
Greenfield.	9,000 00	..	9,000 00	..	..	..	..	..	..	..
Hanover and York.	532,276 48	..	532,276 48	..	10,250 50	..	..	..	..	..
Harrisburg, Portsmouth, Mc. Joy and Lancaster.	1,881,210 09	..	1,881,210 09	100,450 00	..	..	..	..	..	..
Huntingdon and Broad Top Mountain.	5,007,622 09	286,657 55	5,294,279 64	53,834 75	35,005 77	1,634 39	..	..	..	..
Hunter's Run and Slate Belt.	49,548 79	8,490 00	58,038 79	5,820 93	9,008 87	1,888 89	..	..	..	..
Ironton.	183,000 00	17,000 00	200,000 00	..	20,335 33	..	..	..	..	..
Jamestown and Franklin.	2,639,153 41	..	2,639,153 41	923 33	51,839 59	..	..	..	..	..
Jefferson.	6,576,125 34	..	6,576,125 34	1,545 51	147,149 82	..	..	..	..	..
Johnsonburg.	400,453 34	..	400,453 34	..	20,363 30	..	..	..	..	..
Junction.	1,634,829 40	..	1,634,829 40	..	290,682 42	..	..	..	..	..

Kensington and Tacony.	313, 563 60	22, 357 47	513, 564 60	17, 375 12	61, 123 70
Kinzua Creek and Kane.	56, 394 25	869 02	78, 701 72	6, 137 17	4, 021 73
Kinzua Huntlock.	134, 534 80		135, 403 82	15, 632 80	
Kinzua Valley.	110, 324 78		110, 324 78	5, 334 78	11, 039 47
Lackawanna.	158, 897 13		158, 897 13	4, 458 22	13, 253 54
Lackawanna and Montrose.	109, 000 00		106, 000 00		
Lancaster, Oxford and Southern.	66, 700, 000 00		84, 000, 000 00		77, 654 87
Lake Shore and Michigan Southern.	56, 870, 500 00		570, 500 00		38, 665 38
Lehigh and Lackawanna.	15, 116, 113 69		15, 116, 113 69	70, 416 27	94, 046 62
Lehigh and Susquehanna.	17, 373, 353 63		59, 173, 802 45	54, 677 98	64, 478 24
Lehigh Valley.	1, 506, 287 34		1, 506, 287 34		18, 461 06
Lewisburg and Tyrone.	291, 476 39	30, 440 20	279, 916 59	3, 791 25	2, 849 06
Ligonier Valley.	191, 642 61	148, 794 86	2, 405, 945 75		63, 880 87
Little Saw Mill Run.	2, 406, 945 75		349, 263 05		77, 861 55
Little Schuylkill Navigation.	349, 263 05		349, 263 05	48, 035 44	8, 064 11
Loyalsock.	578, 761 24		578, 761 24		380, 881 50
Lykens Valley.	578, 761 24		46, 951 62	40, 477 28	
McKeesport and Bessemer.	27, 711 28	19, 229 34	281, 421 91	38, 878 07	42, 558 83
McKeesport Connecting.	71, 606 84	99, 815 07	50, 000 00		200, 000 00
Maloning Valley.	30, 000 00		400, 000 00	17, 000 00	
Martin's Creek.	400, 000 00		129, 712 94	2, 192 33	19, 653 48
Meadville, Conneaut Lake and Linesville.	129, 712 94		306, 939 39	1, 000 00	29, 808 23
Middletown and Hummelstown.	306, 939 39		325, 045 00		325, 045 00
Mifflin and Centre County.	325, 045 00		4, 165, 572 49		28, 352 45
Mifflin Creek and Mine Hill.	4, 165, 572 49		751, 347 74	30, 322 34	12, 792 80
Mine Hill and Schuylkill Haven.	751, 347 74	40, 041 75	50, 261 99	18, 241 70	227, 254 31
Mine Hill Connecting.	50, 261 99		255, 000 00		35, 901 42
Monongahela River and Streets Run.	218, 204 75	16, 705 25	200, 058 92		12, 137 02
Mont Alto.	116, 214 44	85, 844 48	373, 794 51		11, 874 40
Mont Alto.	332, 486 18	41, 508 13	292, 815 45		113, 126 18
Montrose.	282, 815 45		13, 755 45	3, 342 65	
Mount Carbon and Port Carbon.	73, 755 45		354, 873 87		
Mount Jewett, Kinzua and Rittville.	113, 216 04	10, 229 72	142, 003 39	3, 155 43	14, 152 01
Mount Jewett and Smethport.	203, 983 07	29, 387 95	203, 983 07		21, 023 18
Mount Penn Gravity.	460, 315 28		460, 315 28		38, 494 58
Mount Pleasant and Broadford.	1, 419, 243 72		1, 419, 243 72	489 57	82, 188 81
Nesquepec.	161, 133 25	66, 628 70	227, 761 95	6, 786 74	8, 328 58
Nesquehoning Valley.	161, 133 25		878, 865 95	1, 806 11	58, 672 00
Neversink Mountain.	878, 865 95		540, 833 40		
New Castle and Beaver Valley.	540, 833 40	16, 910 00	259, 707 76	14, 347 76	
New Castle and Sherman's Valley.	7, 915, 470 45		163, 508 371 02	858, 957 76	
Newport and Sherman's Valley.	2, 162, 826 36		92, 125 01	50, 251 54	12, 159 20
New York, Lake Erie and Western.	46, 086, 157 92	3, 785, 899 12	49, 872, 057 04	91, 772 19	2, 595 21
New York, Lake Erie and Western Coal.	104, 264 70		104, 264 70	20, 852 94	34, 241 17
New York, Chicago and St. Louis.	164, 773, 303 45	15, 315 65	164, 773, 303 45	2, 550 138 16	
New York and North Pennsylvania.	30, 708, 269 13	1, 918, 483 69	32, 630 54 82	1, 000, 515 05	43, 069 00
New York, Pennsylvania and Ohio.	167, 686 82	14, 573 83	182, 260 65	831 97	194, 627 13
Niangua Valley.	15, 164, 190 23	5, 065, 910 72	20, 240, 160 35	237, 190 68	29, 857 52
Northern Central.	713, 439 32		713, 439 32	4, 757 38	102, 294 86
North East Pennsylvania.	10, 313, 713 52	1, 750, 953 65	12, 064, 646 17		27, 868 71
North Pennsylvania.	3, 311, 066 64		3, 311, 066 64		43, 069 00
North and West Branch.	1, 541, 821 96		1, 541, 821 96	799 04	69, 242 29
Ohio and Baltimore Short Line.	1, 330, 776 54		1, 330, 776 54		165, 787 30
Ohio Connecting.	3, 769, 002 62		3, 769, 002 62		406, 965 28
Ontario, Carbondale and Scranton.				161, 199 33	69, 120 43

* See foot note. (*) Table A.

TABLE C—COST OF ROAD AND EQUIPMENT—CONTINUED.

NAME OF COMPANY.	Total cost of roads owned.	Total cost of equipment owned.	Total cost of road and equipment to June 30, 1898.	Cost of additions for the year ending June 30, 1898.	Average cost of construction per mile of road.	Average cost of equipment per mile of road.
Oregon and Texas.						
Pennsylvania.	\$41,529 85	\$5,950 00	\$47,479 85	\$11,473,275 24	\$5,191 23	\$743 75
Pennsylvania Company.	73,465,427 55	37,142,874 94	110,648,302 49	140,164 26	70,922 60	
Pennsylvania and New York Canal and Railroad.	1,836,728 85	5,372,159 18	7,208,888 03	298,227 19		
Pennsylvania, Poughkeepsie and Boston.	8,141,700 20		8,141,700 20	17,309 55		
Pennsylvania Schuylkill Valley.	3,850,452 26	506,910 00	4,357,362 26		79,276 34	10,456 69
Pennsylvania and North Western.	14,188,024 08		14,188,024 08		109,506 81	
Penn Gas Coal Company's Railroad.	4,096,139 56		4,381,313 66	295,947 49		
Peoples.	347,148 62	285,904 10	633,052 72			
Perkionon.	98,001 84	27,287 29	125,289 13			
Philadelphia and Baltimore Central.	2,085,578 35	4,257 03	2,090,835 38	188 53	54,170 87	116 57
Philadelphia and Chester Valley.	4,083,938 54		4,063,993 54	44,510 68	55,225 28	
Philadelphia and Erie.	1,086,662 35		1,086,662 35	400 16		
Philadelphia and Frankford.	30,386,145 07		30,386,145 07	162,764 36	105,668 89	
Philadelphia, Germantown and Chestnut Hill.	483,976 07		483,976 07	469,872 10		
Philadelphia, Germantown and Norristown.	2,522,715 08		2,522,715 08	217,997 09	318,927 31	
Philadelphia, Harrisburg and Pitsburg.	1,639,872 33	367,988 09	2,007,860 42		79,605 45	17,863 49
Philadelphia, Newtoun and New York.	3,143,841 33		3,143,841 33			
Philadelphia, Newtoun and New York.	2,300,000 00		2,300,000 00		110,047 82	
Philadelphia and Reading.	87,885,960 73	20,913,561 02	108,799,521 75	3,231,514 88		
Philadelphia and Reading Terminal.	8,981,548 30		8,981,548 30	2,859,434 81		
Philadelphia and Trenton.	3,829,991 52		3,829,991 52	116,816 19	141,223 88	
Philadelphia, Wilmington and Baltimore.	15,245,733 89		15,245,733 89			
Picketing Valley.	481,339 08		481,339 08		42,601 69	
Pine Creek.	4,645,628 08		4,645,628 08	8,248 47	62,107 32	
Pitsburg and Castle Shannon.	365,038 47	33,276 53	398,315 00	16,346 60		
Pitsburg, Charleis and Youngboghery.	1,181,191 54	216,659 65	1,397,851 19	245,650 17	73,355 94	13,457 11
Pitsburg, Cincinnati, Chicago and St. Louis.			95,161,827 33	2,878,557 07		
Pitsburg and Cornellsville.	15,198,069 70	1,734,411 53	16,932,481 23	158,113 10	102,137 56	11,656 00
Pitsburg, Fort Wayne and Chicago.	35,478,311 64	10,629,403 35	46,147,901 99	479,041 69	75,903 44	22,706 36
Pitsburg Junction.	3,387,251 32		3,438,106 21	194,275 17	435,019 70	7,402 46
Pitsburg and Lake Erie.	6,514,897 57	2,718,707 49	9,233,605 06		91,819 68	38,329 46
Pitsburg, Marion and Chicago.	1,444,646 13	31,627 35	1,476,273 48	57,785 81	1,267 17	
Pitsburg, McKeesport and Youngboghery.	7,226,603 21	383,046 79	7,609,650 00	7,691 50	80,805 15	4,224 62
Pitsburg and Moon Run.	166,095 84	11,900 00	177,995 84			
Pitsburg and Northern.	150,000 00		150,000 00			
Pitsburg, Shenango and Lake Erie.	8,750,126 43	586,483 12	9,336,609 55	3,233,626 85	50,299 65	3,371 36
Pitsburg, Virginia and Charleston.	6,288,865 90		6,288,865 90	183,925 05	86,766 91	
Pitsburg and Western.	2,208,045 99	1,857,542 02	4,065,588 01	463,400 03		

Pittsburg, Youngstown and Ashtabula,	6,165,997 42	568,428 21	6,732,425 63	39,611 77	49,237 14	4,540 52
Plymouth,	285,545 19	..	285,545 19	..	32,136 09	..
Pomeroy and Newark,	502,646 25	..	502,646 25	..	18,803 60	..
Reading and Columbia,	2,197,357 78	245,241 18	2,442,598 06	..	..	..
Reading, Marietta and Hanover,	332,587 11	..	332,587 11	..	..	..
Reynoldsville and Falls Creek,	337,047 73	26,051 32	363,099 05	11,521 23	23,214 69	1,706 64
Ridgway and Clearfield,	987,003 20	..	987,003 20	6,986 21	36,265 26	..
River Front,	611,354 22	..	611,354 22	..	158,537 56	..
Rupert and Bloomsburg,	38,046 00	..	38,046 00	36,278 75	..	..
Salisbury,	260,837 43	11,840 72	272,678 15	1,859 97	22,203 79	1,012 03
Schuylkill and Lehigh,	1,063,800 32	..	1,063,800 32	..	24,177 28	..
Schuylkill River East Side,	9,000,000 00	..	9,000,000 00	..	818,181 82	..
Schuylkill Valley Navigation Railroad,	576,840 94	..	576,840 94	..	32,440 08	..
Shade Creek,	40,950 78	3,660 57	44,621 35	32,045 51	..	..
Shamokin, Sunbury and Lewisburg,	3,048,261 62	..	3,048,261 62	..	..	..
Shamokin Valley and Pottsville,	2,876,000 00	..	2,876,000 00	..	..	..
Sharon,	617,345 20	..	617,345 20	..	..	..
Sharpville,	423,340 24	26,856 19	450,196 43	..	23,608 03	..
Sheffield and Spring Creek,	38,950 50	..	38,950 50	..	20,620 56	1,508 14
Shenango Valley,	127,787 33	..	127,787 33	..	4,733 33	..
Sinemahoning Valley,	78,000 00	12,000 00	90,000 00	..	65,531 96	..
Slackwater Connecting,	5,200 00	15,242 69	20,442 69	..	6,377 76	981 19
Slater Run,	65,537 31	..	65,537 31	..	..	..
Somerset County,	74,300 00	..	74,300 00	..	..	..
Somerset and Cambria,	1,840,365 51	..	1,840,365 51	3,005 06	..	..
South (best),	134,434 81	..	134,434 81	115,596 43	..	..
South Easton and Phillipsburg,	99,840 26	..	99,840 26	..	49,446 61	..
South Fork,	82,839 12	..	82,839 12	..	..	..
Southwest Pennsylvania,	2,562,184 77	..	2,562,184 77	2,465 31	12,295 60	..
Southern Pennsylvania Railway and Mining Company,	1,425,000 00	..	1,425,000 00	..	23,514 91	..
State Line,	645,650 36	..	645,650 36	65,588 77	..	..
State Line and Sullivan,	1,271,651 78	38,500 00	1,310,151 78	41,300 30	57,647 35	..
Stewart,	7,114 20	..	7,114 20	..	..	..
Stewartstown,	68,899 17	8,148 48	77,047 65	..	..	..
Stony Creek,	548,922 54	397 34	549,319 88	..	53,293 45	..
Sugar Run,	51,892 55	5,500 00	57,392 55	..	5,462 36	57 89
Sunbury, Hazleton and Wilkes-Barre,	3,333,163 71	..	3,535,163 71	40 00	81,380 38	..
Sunbury and Lewisburg,	1,100,000 00	509 66	1,100,000 00	3,532 26	..	..
Susquehanna and Buffalo,	22,954 24	..	22,954 24	..	..	..
Susquehanna and Clearfield,	570,912 55	..	570,912 55	..	..	..
Tamaqua, Hazleton and Northern,	353,235 78	..	353,235 78	..	..	..
Tiadaghton and Fahnstauk,	56,810 70	7,010 72	63,821 42	13,912 89	..	..
Tioga,	1,474,683 93	..	1,474,683 93	162 00	..	..
Tionesta Valley,	178,466 97	82,841 90	261,308 87	17,514 00	..	3,765 54
Tipton,	43,250 00	..	43,250 00	..	..	..
Trenton Cut off,	1,391,158 03	..	1,391,158 03	..	..	..
Trescow,	271,570 87	..	271,570 87	..	..	..
Turtle Creek Valley,	388,919 34	..	388,919 34	100,912 67	26,242 87	..
Tyrone and Clearfield,	2,183,255 41	..	2,183,255 41	82,674 46	17,090 20	..
Ursina and North Fork,	27,000 00	3,000 00	30,000 00	..	..	..
Warren and Farnsworth,	133,941 74	45,855 93	179,797 67	..	8,777 00	3,005 00
Waynesburg and Washington,	201,732 50	57,484 96	259,207 55	5,251 80	7,165 99	2,042 09
West Chester,	231,724 38	..	231,724 38	..	56,344 88	..
Western Maryland,	5,434,783 06	..	5,434,783 06	..	60,386 54	..
Western New York and Pennsylvania,	58,998,010 08	3,363,211 81	62,361,221 89	186,545 09	93,202 33	6,292 49
Western Pennsylvania,	6,613,140 94	..	6,613,140 94	346,740 21	56,282 05	..
Wheeling, Pittsburg and Baltimore,	7,135 350 06	..	7,135 350 06	23,517 67	115,782 36	..

TABLE C—COST OF ROAD AND EQUIPMENT—CONTINUED.

NAME OF COMPANY.	Total cost of roads owned.	Total cost of equipment owned.	Total cost of road and equipment to June 30, 1898.	Cost of additions for the year ending June 30, 1898.	Average cost of construction per mile of road.	Average cost of equipment per mile of road.
Wilcox	\$21,625 60	. . . . .	\$21,625 60	. . . . .	\$8,160 60	. . . . .
Wilcox and Rocky Run,	19,777 53	. . . . .	25,591 46	. . . . .	. . . . .	. . . . .
Wilkes-Barre and Harvey's Lake,	343,657 59	\$5,815 93	343,657 59	\$16,675 81	24,938 86	. . . . .
Wilkes-Barre and Scranton.	1,080,038 41	. . . . .	1,080,038 41	10,764 73	222,688 34	. . . . .
Williamson and North Branch,	1,090,631 81	. . . . .	1,134,314 89	29,895 75	40,393 77	\$1,617 89
Wilmington and Northern,	2,169,337 87	43,683 08	2,598,970 38	209,924 52	24,537 26	4,859 54
Williams' Valley,	201,149 11	429,632 51	201,149 11	. . . . .	16,762 42	. . . . .
Wind Gap and Delaware,	179,241 66	. . . . .	179,241 66	2,419 98	16,535 21	. . . . .
Youghiogheny Northern,	400,000 00	. . . . .	400,000 00	. . . . .	. . . . .	. . . . .
	\$1,239,723,623 22	\$174,990,345 18	\$1,519,314,868 16	\$39,517,077 07	. . . . .	. . . . .

TABLE D—MILEAGE.

NAME OF COMPANY.	Length of main line of road in miles.	Length in miles of branch roads owned.	Length of line operated under lease, contract or otherwise.	Total number of miles operated.	Total number of miles operated in Pennsylvania.	Miles of new line constructed during the year.	Aggregate length of all tracks, including yard tracks, sidings and spurs.	Aggregate length of all tracks, including yard tracks, sidings and spurs, in Pennsylvania.
Addison and Pennsylvania.	41.00	.	5.00	46.00	35.50	.	49.51	37.99
Allegheny and Kinzua.	37.00	6	.	43.00	30.00	.	43.00	30.00
Allegheny Valley.	242.20	18.10	.	260.30	200.30	.	417.20	417.20
Allentown.	4.30	.	.	0	.	.	.	.
Allentown Terminal.	5.89	.	.	0	.	.	.	.
Altoma.	13.00	.	.	13.00	13.00	.	13.50	13.50
Altoma, Clearfield and Northern.	11.83	.	.	0	.	.	.	.
Arnot and Pine Creek.	51.20	30.48	.	81.68	.	.	.	.
Bald Eagle Valley.	4.55	.	.	0	.	.	.	.
Baltimore and Cumberland Valley.	26.52	7.03	15.00	81.00	61.90	.	81.00	61.90
Baltimore and Cumberland Valley Extension.	58.07	.	.	0	.	.	.	.
Baltimore and Harrisburg Western Extension.	15.00	.	.	50.30	20.40	.	118.59	42.30
Baltimore and Philadelphia.	36.80	22.50	8.00	40.31	40.31	.	40.31	40.31
Baltimore and Philadelphia.	27.97	4.54	.	14.02	14.02	.	14.02	14.02
Bangor and Portland.	14.02	.	.	2.50	2.50	.	2.50	2.50
Barclay.	2.50	.	.	3.00	3.00	.	3.30	3.30
Bear Rock.	3.00	.	.	0	.	.	.	.
Beaver and Elwood.	38.70	10.47	.	185.28	185.28	12.01	257.84	257.84
Bedford and Bridgeport.	115.02	36.07	36.19	24.50	24.50	.	27.75	27.75
Beech Creek.	19.00	5.30	.	8.00	8.00	.	8.94	8.94
Belleville Central.	8.00	.	.	7.00	7.00	.	7.00	7.00
Berlin.	7.00	.	.	30.00	30.00	.	36.02	36.02
Berlin Branch.	30.00	.	.	0	.	.	.	.
Bloomburg and Sullivan.	14.75	.	.	25.23	25.23	.	38.67	38.67
Bradford.	25.23	.	.	4.15	4.15	.	6.65	6.65
Bradford, Bortell and Kinzua.	3.75	.	.	2.50	2.50	.	4.33	4.33
Bradford and Western Pennsylvania.	2.50	.	.	0	.	.	.	.
Brockport and Shawmut.	26.17	10.84	52.15	304.36	122.36	.	401.35	154.92
Brownstone and Middletown.	240.65	11.56	.	0	.	.	.	.
Buffalo, Bradford and Pitsburg.	4.16	.	.	27.30	27.30	.	33.50	33.50
Buffalo, Rochester and Pitsburg.	48.45	49.18	.	0	.	.	.	.
Bustleton.	27.30	.	.	31.00	31.00	.	31.00	31.00
Cambria and Clearfield.	34.09	1.00	.	10.00	10.00	.	10.00	10.00
Catsaqua and Fogelsville.	30.00	.	.	0	.	.	.	.
Catawissa.	10.00	.	.	0	.	.	.	.
Central Pennsylvania and Western.	22.75	.	.	0	.	.	.	.
Chambersburg and Gettysburg.	11.00	.	.	0	.	.	.	.
Chartiers.	6.63	.	.	0	.	.	.	.
Cherry Grove.	.	.	.	0	.	.	.	.
Chestnut Creek.	.	.	.	0	.	.	.	.

TABLE D—MILEAGE—CONTINUED.

NAME OF COMPANY.	Length of main line of road in miles.	Length in miles of branch roads owned.	Length of line oper- ated under lease, contract or other- wise.	Total number of miles operated.	Total number of miles operated in Pennsylvania.	Miles of new line constructed during the year.	Aggregate length of all tracks, includ- ing yard tracks, sidings and spurs.	Aggregate length of all tracks, includ- ing yard tracks, sidings and spurs. in Pennsylvania.
Chester and Delaware River,	5.70			5.70	5.70		10.70	10.70
Chestnut Hill,	4.00			0				
Clarion River,	12.00			12.00	12.00		12.00	12.00
Cleveland and Pittsburg,	198.34			8				
Colebrookdale,	12.80			0				
Columbia and Port Deposit,	43.53			n				
Connecting,	6.75			n				
Cornwall,	12.67			12.67	12.67		28.38	28.38
Cornwall and Lebanon,	21.66	3.23		24.89	24.89	.77	45.86	45.86
Confluence and Oakland,	19.70			19.70	12.50		21.56	13.52
Coudersport and Port Alleghey,	17.00		5.00	22.00	22.00		26.00	26.00
Cresson, Clearfield County and New York Short Route,	26.67	2.02		n				
Gummland Valley,	82.18		62.75	144.93	97.30		205.96	146.68
Delaware and Hudson Canal Company's Railroad,	38.78	1.80	61.82	102.40	84.31		335.28	328.56
Delaware, Lackawanna and Western,	194.61		576.95	771.56	201.02		1,865.66	564.28
Delaware, Susquehanna and Schuylkill,	28.68	17.53	1.34	47.55	47.55		63.25	63.25
Dillsburg and Mechanicsburg,	7.70			n				
Downtingtown and Lancaster,	37.98			n				
Dunkirk, Allegheny Valley and Pittsburg,	90.60			90.60	48.30		106.30	58.30
East Broad Top,	31.10		13.52	44.62	44.62		53.43	53.43
East Mahanoy,	34.10			0				
East Pennsylvania,	36.00			0				
Edgewood,	1.00			1.00	1.00		1.60	1.60
Elmira and Williamsport,	75.50			68	68		68	68
Ellwood Connecting,	10.00	3.00		13.00	13.00	13.00	13.00	13.00
Emporium and Rich Valley,	17			n				
Engeside,	84.47			62.25	62.25		89.25	89.25
Erie and Pittsburg,	48.00	13.00	1.25	62.25	62.25		89.25	89.25
Erie and Wyoming Valley,	53.00	40.50		93.50	78.50		142.80	105.69
Falls Brook,	3.00			3.00	3.00		3.00	3.00
Falls Creek,	3.00			3.00	3.00		3.00	3.00
Payette County,	12.66			12.66	12.66		12.66	12.66
Jersey Mountain,	21.00			21.00	21.00		21.00	21.00
Gettysburg and Harrisburg,	34.60			34.60	34.60		38.40	38.40
Greenlick,	3.80			3.80	3.80		3.80	3.80
Hanover and York,	27.65			n				
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	35.59	18.15		63.00	63.00		82.00	82.00
Huntingdon and Broad Top Mountain,	45.00	18.00	8.00	13.50	13.50		13.50	13.50
Hunter's Run and Slave Belt,	5.50			9			12.00	12.00
Ironton,	9			9				

TABLE D—MILEAGE—(CONTINUED).

NAME OF COMPANY.	Length of main line of road in miles.	Length in miles of branch roads owned.	Length of line oper- ated under lease, contract or other- wise.	Total number of miles operated.	Total number of miles operated in Pennsylvania.	Miles of new line constructed dur- ing the year.	Aggregate length of all tracks, includ- ing yard tracks, sidings and spurs.	Aggregate length of all tracks, includ- ing yard tracks, sidings and spurs.
New York and North Pennsylvania,	5.00							
New York, Pennsylvania and Ohio,	388.01	39.41	131.01	558.46	153.60		933.62	227.88
New York, Pennsylvania and Western,	101.30	39.33	22.65	163.28	16.28		222.08	21.46
Niagara Valley,	1.55			1.55	4.55		7.62	7.62
Northern Central,	136.82	11.42	224.69	372.93	222.51		701.41	402.66
North East Pennsylvania,	29.60							
North Pennsylvania,	86.40							
North and West Branch,	43.13	4.69						
Ohio and Baltimore Short Line,	9.30			9.30	9.30		10.64	10.61
Ohio Connecting,	2.75	52.00						
Olean, Bradford and Warren,	10.11							
Ontario, Carlisle and Scranton,	62.45			62.45	50.75		65.66	52.75
Oregon and Texas,	8.00			8.00	8.00	8.00	8.00	8.00
Pennsylvania,	329.68	191.03	2,117.83	2,611.35	2,194.08	40.38	6,524.85	4,522.58
Pennsylvania Company,	46.60	24.87	1,212.59	1,212.55	206.61		1,739.76	172.83
Pennsylvania and New York Canal and Railroad,				35.81	33.02		109.26	41.08
Pennsylvania, Conchokepsie and Boston,	47.73	7.80	47.27					
Pennsylvania Schuylkill Valley,	101.30	28.30		14.76	54.76	2.85	111.13	141.49
Pennsylvania and North Western,	61.43	13.33		10.00			15.00	15.00
Penn Gas Coal Company's Railroad,	10.00			1.61	4.61		1.61	4.51
Peoples,	4.61			38.59	38.50		68.59	48.59
Parktonen,	38.50							
Philadelphia and Baltimore Canal,	72.15	1.63						
Philadelphia and Chester Valley,	21.50			21.50	21.50		24.70	24.70
Philadelphia and Erie,	287.56							
Philadelphia and Frankford,	2.72			2.72	2.72		2.72	2.72
Philadelphia, Germantown and Chasdam Hill,	6.75	1.46						
Philadelphia, Germantown and Norristown,	6.40	14.20						
Philadelphia, Harborside and Pottsville,	40.00							
Philadelphia, Newburg and New York,	20.30			29.90	20.30		20.30	20.30
Philadelphia and Reading Terminal,	98.40	228.60	1,580.83	1,907.83	1,351.18		4,373.13	3,200.79
Philadelphia and Reading,	35	35						
Philadelphia and Trenton,	26.50	52						
Philadelphia, Wilmington and Baltimore,	31.89	22.96	536.71	651.59	91.03	4.86	1,638.72	176.69
Plecker Valley,	11.30							
Pine Creek,	71.80			71.80	71.80		107.00	107.00
Pittsburg and Castle Shannon,	6.50			6.50	6.50		9.50	
Pittsburg, Chardlers and Youngdougheny,	16.40			16.40	16.40		23.61	23.61
Pittsburg, Cincinnati, Chicago and St. Louis,	942.11	141.07	512.33	1,395.51	70.72		2,432.44	431.71
Pittsburg and Conneltsville,	146.70	2.10		148.80	146.50		269.13	266.83

Pittsburg, Fort Wayne and Chicago,	1.57	468.72	8.90	345.30	6.87	17.29	17.29	17.29
Pittsburg Junction,	2.40	4.41	25.00	388.17	134.39	26.00	362.35	362.35
Pittsburg and Lake Erie,	2.35	63.00	5.92	25.00	9.10	9.00	9.00	9.00
Pittsburg, Marion and Chicago,		42.59						
Pittsburg, McKeesport and Youghiogheny,								
Pittsburg and Moon Run,								
Pittsburg and Northern,								
Pittsburg, Shenango and Lake Erie,	42.26	106.70	3.00	5.00	5.00	7.00	7.00	7.00
Pittsburg, Shenango and Charleston,	19.29	53.19	3.00	3.00	3.00	3.70	3.70	3.70
Pittsburg and Western,	13.00	197.60	165.66	211.56	211.56	204.56	204.56	204.56
Pittsburg, Youngstown and Ashtabula,	26.19	141.70	352.50	225.70	515.36	345.30	345.30	345.30
Plymouth,								
Pomeroy and Newark,								
Pomeroy and Columbia,	13.26	21.60	74.30	74.30	53.80	53.80	53.80	53.80
Reading and Columbia,								
Reading, Marietta and Hanover,								
Reynoldsville and Falls Creek,								
Ridgway and Clearfield,								
River Front,	.24							
Rupert and Bloomsburg,	3.10							
Salisbury,	7.20							
Schenck and Lehigh,								
Schenck River East Side,								
Schenck Valley Navigation Railroad,								
Shade Creek,								
Shamokin, Sunbury and Lewisburg,	2.48							
Shamokin Valley and Pottsville,								
Sharon,	3.53							
Sharpsville,								
Sheffield and Spring Creek,								
Shenango Valley,								
Shinnemahoning Valley,								
Slackwater Connecting,	2.00							
Slate Run,	.20							
Somerset County,								
Somerset and Cambria,								
South Chester,								
South Eastern and Phillipsburg,								
South Fork,								
South West Pennsylvania,	64.46							
Southern Pennsylvania Railway and Mining Company,								
State Line,	1.00							
State Line and Sullivan,								
Stewart,								
Stewartstown,								
Stony Creek,								
Sugar Run,								
Sunbury, Hazleton and Wilkes-Barre,								
Sunbury and Lewisistown,								
Susquehanna and Buffalo,								
Susquehanna and Clearfield,								
Tamaqua, Hazleton and Northern,								
Tiadahton and Fahnstak,								
Tonesta Valley,								
Tipton,								
Trenton Cut-off,								
Trescow,								

TABLE D—MILEAGE—CONTINUED.

NAME OF COMPANY.	Length of main line of road in miles.	Length in miles of branch roads owned.	Length of line operated under lease, contract or otherwise.	Total number of miles operated.	Total number of miles operated in Pennsylvania.	Miles of new line constructed during the year.	Aggregate length of all tracks, including yard and spurs.	Aggregate length of all tracks, including yard and spurs, in Pennsylvania.
Turtle Creek Valley,	10.88							
Tuscarora Valley,	17.50			17.50	17.50	17.50	17.50	17.50
Tyrone and Clearfield,	49.63	18.05						
Ursina and North Erie,	4.00			4.00	4.00		4.00	4.00
Warren and Farnsworth,	10.05	5.21		15.26	15.26		17.76	17.76
Waynesburg and Washington,	28.15			28.15	28.15		30.20	30.20
West Chester,	5.00							
Western Maryland,	90.00		34.10	124.10	31.37		151.43	35.04
Western New York and Pennsylvania,	400.57	25.20		663.31	341.13		877.55	426.87
Western Pennsylvania,	70.63	46.87		61.80	50.30		87.85	73.35
Wheeling, Pitsburg and Baltimore,	61.80			2.65	2.65		2.66	2.66
Wilcox,	2.65			.80	.80		.80	.80
Wilcox and Rocky Run,	13.78	1.44						
Wilkes-Barre and Harvey's Lake,	4.85			4.85	4.85		12.23	12.23
Williamsport and Scranton,	27.00			27.00	27.00		31.80	31.80
Williamsport and North Branch,	71.50	16.91	3.89	92.30	68.27		118.33	83.57
Williams Valley,	12.00			12.00	12.00		12.00	12.00
Wind Gap and Delaware,	10.84			10.84	10.84		10.84	10.84
Youghiogheny Northern,	2.60							
	11,546.14	2,408.45	8,714.35	13,110.13	9,101.98	186.14	32,016.33	16,556.51

a Indicates roads are operated by Pitsburg, Cincinnati, Chicago and St. Louis railroad.

b Indicates roads are operated by Baltimore and Harrisburg railroad.

c Indicates roads are operated by Condersport and Port Alleghe railroad.

d Indicates roads are operated by Lake Shore and Michigan Southern railroad.

e Indicates roads are operated by Erie and Wyoming Valley railroad.

f Indicates roads are operated by Lehigh and Susquehanna railroad.

g Indicates roads are operated by Addison and Pennsylvania railroad.

h Indicates roads are operated by Philadelphia, Wilmington and Baltimore railroad.

i Indicates road is operated by Pitsburg and Lake Erie railroad.

j Indicates road is operated by Delaware, Lackawanna and Western railroad.

k Indicates roads are operated by New York, Pennsylvania and Ohio railroad.

l Indicates roads are operated by Penesta Valley railroad.

m Indicates roads are operated by Pitsburg, McKeesport and Youghiogheny railroad.

n Indicates roads are operated by Pennsylvania railroad.

o Indicates roads are operated by Philadelphia and Reading railroad.

p Indicates roads are operated by New York and Western Pennsylvania railroad.

q Indicates roads are operated by Western Maryland railroad.

r Indicates roads are operated by New York, Lake Erie and Western railroad.

s Indicates roads are operated by Pennsylvania Company.

t Indicates roads are operated by Northern Central railroad.

u Indicates roads are operated by Bradford, Bordell and Kinzua railroad.

v Indicates roads are operated by Toledo railroad.

w Indicates roads are operated by Bradford, Eldred and Cuba railroad.

x Indicates road is operated by Mt. Jewett, Kinzua and Rteville railroad.

y Indicates road is operated by Pitsburg, Shenango and Lake Erie railroad.

z Indicates road is operated by Pitsburg, Shenango and Lake Erie railroad.

TABLE E—EQUIPMENT AND PERSONS EMPLOYED.

NAME OF COMPANY.	Number of locomotives.	Number of cars in passenger service.	Number of cars in freight service.	Number of cars in company's line service.	Number of cars in fast freight line service.	Total number of cars owned.	Number of cars leased.	Number of persons employed, including officials.	Number of persons employed in Pennsylvania, including officials.	Total yearly compensation of persons employed, including officials.
Addison and Pennsylvania.	6	8	54	1	1	62	..	143	112	\$62,119 82
Allegheny and Kinzua.	2	73	63	1	1	64	..	45	..	20,646 41
Allegheny Valley.	79	..	2,841	94	..	3,008	..	2,120	2,120	1,166,577 82
Allentown.	3	8	..	..	..	19	..	4	..	240 00
Altoona, Clearfield and Northern.	3	..	11	4	..	..	..	24	24	11,162 04
Baltimore and Harrisburg.	9	6	84	..	..	97	..	748	..	396,513 15
Baltimore and Philadelphia.	4	6	29	..	..	35	..	124	124	41,347 37
Bangor and Portland.	7	10	23	28	61	61	..	125	23	12,687 20
Barclay.	5	3	21	..	2	24	..	23	..	1,320 00
Bear Rock.	1	1	3	..	2	4	..	12	12	4,103 40
Beaver and Elwood.	2	1	3	..	..	4	..	743	724	424,766 58
Beech Creek.	41	10	2,330	45	..	2,385	1,752	50	50	23,566 00
Bellefonte Central.	3	9	47	..	..	56	..	12	12	5,871 35
Berlin.	..	..	..	..	..	..	..	9	9	1,373 00
Berlin Branch.	..	..	..	18	..	25	..	..	..	..
Bloomsburg and Sullivan.	4	8	..	..	..	..	..	72	72	82,245 02
Bradford, Bordell and Kinzua.	6	10	139	1	1	150	..	15	9	1,550 00
Bradford and Western Pennsylvania.	2	2	35	..	..	35	..	18	18	6,002 36
Brownstone and Middletown.	4	3	6	28	..	37	..	2,232	871	1,510,476 90
Buffalo, Rochester and Pittsburgh.	127	54	6,344	227	490	6,623	..	53	53	24,074 80
Catawissa.	6	6	6	2	..	14	..	3	..	7,200 00
Catawissa and Fogelsville.	..	..	..	..	..	..	..	37	37	13,430 36
Catawissa.	2	3	7	..	..	10	..	16	16	5,254 18
Central Pennsylvania and Western.	1	1	4	..	..	5	1	155	155	93,768 81
Central Pennsylvania and Gettysburg.	..	..	..	..	..	..	..	51	51	26,580 61
Chartiers.	..	..	..	..	..	..	..	14	14	15,962 75
Chester and Delaware River.	2	2	10	..	..	12	..	2,265	114	1,337,736 85
Clarion River.	97	72	3,020	55	..	4,047	..	4	4	240 00
Cleveland and Pittsburgh.	..	..	..	..	..	..	..	75	75	39,198 66
Colebrookdale.	..	..	..	..	..	..	..	159	159	75,127 56
Cornwall.	5	9	24	10	..	43	..	21	15	9,178 85
Cornwall and Lebanon.	10	17	19	26	..	62	..	33	33	19,146 00
Confluence and Oakland.	..	..	..	..	..	..	..	842	..	450,339 80
Condersport and Port Allegheny.	3	5	60	..	..	65	..	..	..	..
Cumberland Valley.	34	58	641	47	..	746	..	..	..	..

Lykens Valley.	1	1	1	36	200	1,200 00
Meekesport, Connecting.	1	1	1	24	24	19,732 22
Maoning Valley.	4	4	4	14	14	8,067 78
Mauch Chunk, Summit Hill and Switch Back.	27	27	27	39	39	15,533 54
Middletown and Hummelstown.			12	21	21	9,873 56
Mill Creek and Mine Hill.				2	2	250 00
Mine Hill and Schuylkill Haven.				3	3	4,000 00
Monongahela Connecting.	22	22	4	94	94	60,633 18
Monongahela River and Streets Rnn.	1	1		6	6	2,972 42
Mont Alto.	2	2	5	41	41	15,352 55
Montour.	2	2	5	36	36	17,890 66
Monrose.	4	4	5	31	41	11,603 66
Mount Carbon and Fort Carbon.				2	2	250 00
Mount Carmel and Natalie.						3,500 00
Mount Jewett, Kinzua and Ritterville.	1	1		36	36	15,154 16
Mount Jewett and Snethuport.	16	16		46	46	4,418 36
Mount Penn, Grayly.	9	9	2	11	23	6,771 84
Neversink Mountain.	13	13		15		
New Castle and Beaver Valley.					112	73,774 55
New Castle and Bridlet.	75	75		6	6	3,038 93
Newport and Sherman's Valley.	18	18		54	54	13,909 49
New York, Lake Erie and Western.	2	2				10,310,498 76
New York, Chicago and St. Louis.	590	590	353	20	48	2,608,581 39
New York and North Pennsylvania.	57	57	1,645	13,969	17,200	4,301 34
New York, Pennsylvania and Ohio.				6,779	996	52,200 00
New York, Susquehanna and Western.						498,265 27
Nittany Valley.	49	49	26	2,833	906	300 00
Northern Central.	3	3	10	10	1	2,684,074 00
North East Pennsylvania.	144	144	412	7,506	5,227	17,362 08
Ohio and Baltimore Short Line.						13,290 09
Ohio Connecting.						9,965 90
Ontario, Carbonate and Scranton.						3,100 00
Oregon and Texas.	1	1		2	2	4,846 00
Pennsylvania.	1,685	1,685	3,656	45,039	54,611	33,696,420 48
Pennsylvania Company.	35,914	35,914	3,656	9,077	21,844	101,880 80
Pennsylvania, Poughkeepsie and Boston.	58	58	33	639	9,149	371,821 62
Pennsylvania and North Western.	20	20	3	1,049	500	14,275 65
Penn Gas Coal Company's Railroad.	45	45	30			
Peoples.	3	3	2	7	28	
Perkmen.	1	1	3	11		
Philadelphia and Chester Valley.				19		91,331 82
Philadelphia and Erie.				19	169	15,206 36
Philadelphia, Germantown and Norristown.				45	45	5,400 00
Philadelphia, Newtown and New York.				2	2	3,900 00
Philadelphia and Reading.				3	3	47,532 56
Philadelphia, Wilmington and Baltimore.	828	828	456	66,191	31,739	17,850,305 65
Pikeburg Valley.	227	227	549	3,639	6,987	4,141,932 08
Pine Creek.						240 00
Pittsburg and Castle Shannon.	73	73	65	3,469	4	273,851 28
Pittsburg, Chartiers and Yonghioheny.	4	4	25	365	154	88,308 30
Pittsburg, Cincinnati, Chicago and St. Louis.	7	7	11	100	105	57,653 07
Pittsburg and Connellsville.	452	452	306	8,448	12,340	7,642,600 65
Pittsburg, Fort Wayne and Chicago.	54	54	80	1,921	2,613	1,413,738 51
Pittsburg Junction.	338	338	178	10,240	9,866	6,023,176 58
Pittsburg and Lake Erie.	7	7	135	4,518	153	96,013 40
	80	80		2,826	2,826	1,701,877 30

* See footnote (*) Table A.

TABLE E - EQUIPMENT AND PERSONS EMPLOYED—CONTINUED.

NAME OF COMPANY.	Number of locomotives.	Number of cars in passenger service.	Number of cars in freight service.	Number of cars in company's service.	Number of cars in fast freight line service.	Total number of cars owned.	Total number of cars leased.	Number of persons employed, including officials.	Number of persons employed in Pennsylvania, including officials.	Total yearly compensation of persons employed including officials.
Pittsburg, Marion and Chicago,	3	2	27	16	45	589	7	77	26	22,204 59
Pittsburg, McKeesport and Yonghogeny,	23	16	565	8	8	589	7	77	26	15,580 85
Pittsburg and Moon Run,	1	1	1	6	7	7	7	6	6	3,150 00
Pittsburg and Northern,	1	2	3	7	5	401	1,356	487	475	224,329 41
Pittsburg, Shenango and Lake Erie,	27	24	370	4	4	4,249	1,653	1,653	1,653	959,368 37
Pittsburg and Western,	95	37	4,141	10	1,790	1,790	756	756	185	491,455 10
Pittsburg, Youngstown and Ashabula,	9	6	1,780	19	50	50	297	297	297	161,538 20
Reading and Columbia,	3	1	3	3	4	4	10	30	30	39,012 48
Reynoldsville and Falls Creek,	1	1	1	1	1	1	10	10	10	3,034 28
Rupert and Bloomsburg,	1	1	1	1	1	1	1	20	20	11,031 19
Salisbury,	1	1	1	1	1	1	1	4	4	1,000 00
Schenck River East Side,	1	1	1	1	1	1	1	2	2	250 00
Schenck Valley Navigation Railroad,	1	1	1	1	1	1	1	4	4	1,285 37
Shade Creek,	1	1	13	3	13	13	4	37	37	16,457 80
Sharpville,	4	2	1	3	2	2	2	36	36	38,610 00
Sinemahoning Valley,	3	2	56	26	56	56	26	26	26	11,962 22
Stackwater Connecting,	2	2	8	11	8	8	32	32	32	7,169 60
Slate Run,	2	1	1	1	1	1	1	11	11	60,775 49
Somerset County,	1	1	1	1	1	1	1	16	16	9,237 35
Somerset and Cambria,	1	1	1	1	1	1	1	4	4	9,300 00
State Line,	1	1	1	1	1	1	1	22	22	5,212 81
State Line and Sullivan,	2	2	1	4	4	4	4	42	42	17,830 47
Stewartstown,	2	2	1	1	1	1	1	15	15	5,603 46
Stony Creek,	1	1	1	1	1	1	1	2	2	2,000 00
Sugar Run,	1	1	1	1	1	1	1	9	9	3,440 00
Sunbury and Lewistown,	2	2	1	1	1	1	1	48	48	25,559 86
Susquehanna and Buffalo,	2	2	1	1	1	1	1	19	19	8,167 89
Tamaqua, Hazleton and Northern,	1	1	1	1	1	1	1	16	16	25,992 46
Tiadaghton and Fabansalk,	1	1	1	1	1	1	1	16	16	5,585 00
Tioga,	1	1	265	16	291	291	1	4	4	1,508 08
Tionesta Valley,	1	1	181	1	181	181	1	13	13	6,180 00
Tuscarora Valley,	3	2	30	1	34	34	1	13	13	6,180 00
Ursina and North Fork,	1	1	1	4	1	1	1	13	13	6,180 00
Warren and Farnsworth,	2	2	37	1	33	33	1	13	13	6,180 00

TABLE F.—MILES RUN BY TRAINS AND RATE OF SPEED IN MILES PER HOUR, INCLUDING STOPS—CONTINUED.

NAME OF COMPANY.	Number of miles run by passenger trains.	Number of miles run by freight and mixed trains.	Total number of miles run.	Rate of speed of ordinary passenger trains—miles per hour.	Rate of speed of express trains—miles per hour.	Rate of speed of freight trains—miles per hour.
Charters,†	95,949	60,760	156,709	20	32	15
Chester and Delaware River,	8,380	6,991	15,371	24	27	12
Cleveland and Pitsburg,†	721,001	1,179,000	1,900,001	24	30	15
Cornwall,	39,811	20,403	60,214	30	30	17
Cornwall and Lebanon,	98,485	67,032	165,517	35	35	20
Confluence and Oakland,*	80	12,140	12,220	20	20	15
Coudersport and Port Alleghey,	455,406	48,800	504,206	20	20	15
Cumberland Valley,	554,377	231,661	786,038	22	22	12
Delaware and Hudson Canal Company's Railroad,	952,227	1,274,915	2,227,142	30	35	18
Delaware, Lackawanna and Western,	191,486	437,141	628,627	28	28	13
Delaware, Susquehanna and Schuylkill,	121,316	214,554	335,870	28	28	15
East Broad Top,	120,023	389,724	509,747	18	28	15
Eric and Pitsburg,†	78,853	50,076	128,929	20	20	6
Eric and Wyoming Valley,	68,620	334,720	403,340	14	14	6
Falls Brook,	20,010	5,508	25,518	20	20	10
Perry Mountain,	12,702	12,713	25,415	20	20	20
Gettysburg and Harrisburg,	5,121,215	9,020,793	14,142,008	27	36	12
Huntington and Broad Top Mountain,	77,821	44,577	122,398	25	25	12
Hunter's Run and Slate Belt,	649,112	2,534,192	3,183,304	28	45	15
Ironton,	16,189	13,002	29,191	17	17	17
Kinzua Creek and Kane,	6,573	13,773	20,346	10	10	6
Kinzua Valley,	34,704	13,564	48,268	18	18	12
Lackawanna and Montrose,	21,285	7,585	28,870	26	26	12
Lake Shore and Melancon Southern,	29,667	11,492	41,159	25	25	11
Lehigh and Lackawanna,	8,000	24,000	32,000	20	20	10
Lehigh and Susquehanna,†	21,704	4,495	26,199	10	10	10
Ligonier Valley,	40,118	30,794	70,912	28	28	13
Little Saw Mill Run,	5,429,494	10,936,515	16,366,009	30	35	15
Mauch Chunk, Summit Hill and Switch-back,	21,704	30,794	52,498	10	10	10
Middletown and Hummelstown,	21,704	30,794	52,498	10	10	10
Mont Alto,	21,704	30,794	52,498	10	10	10
Montrose,	21,704	30,794	52,498	10	10	10
Mount Jewett, Kinzua and Rieterville,	21,704	30,794	52,498	10	10	10
Mount Penn Gravity,	21,704	30,794	52,498	10	10	10
New Castle and Beaver Valley,†	21,704	30,794	52,498	10	10	10
New Castle and Butler,	21,704	30,794	52,498	10	10	10
New York, Lake Erie and Western,	21,704	30,794	52,498	10	10	10

New York, Chicago and St. Louis.	681,733	4,329,191	5,010,924	18	18	12
New York and North Pennsylvania.	3,170	6,290	9,390	29	29	10
New York, Susquehanna and Western.	503,770	613,581	1,117,351	25	25	12
Northern Central.	1,692,107	2,908,450	4,598,557	32	32	12
Northeast Pennsylvania.	119,018	20,071	139,089	38	38	15
Ohio and Baltimore Short Line.*	5,541	10,240	15,781	25	25	15
Oregon and Texas.	15,980,468	24,138,681	40,119,149	38	38	15
Pennsylvania, Poughkeepsie and Boston.	9,467	249,477	258,944	25	25	15
Pennsylvania and North Western.	81,380	656,042	737,422	18	18	15
Penn Gas Coal Company's Railroad.	72,032	12,520	12,520	25	25	18
Perkamen.	34,977	31,726	66,703	25	25	18
Philadelphia and Chester Valley.	10,650,918	19,958,079	30,008,997	30	30	25
Philadelphia, Newtown and New York.	4,729,619	2,368,969	7,096,488	18	18	15
Philadelphia and Reading.	153,107	564,435	717,542	12	12	12
Pine Creek,†	99,872	113,076	113,076	20	20	10
Pittsburg and Castle Shannon.	43,722	48,293	89,016	28	28	13
Pittsburg, Chardard and Youngstown.	4,851,150	8,213,755	12,565,194	35	35	17
Pittsburg, Cincinnati, Chicago and St. Louis.	866,128	963,779	1,829,907	35	35	17
Pittsburg and Connelville.*	3,246,545	5,226,387	8,473,332	28	28	10
Pittsburg, Fort Wayne and Chicago,†	620,322	1,130,304	1,750,626	20	20	12
Pittsburg and Lake Erie.	25,425	25,425	50,850	20	20	10
Pittsburg, Marion and Chicago.	6,762	6,762	13,524	20	20	10
Pittsburg and Northern.	283,261	233,123	516,384	28	28	13
Pittsburg, Shenango and Lake Erie.	431,823	694,958	1,096,781	28	28	13
Pittsburg and Western.	234,151	605,086	839,237	28	28	13
Pittsburg, Youngstown and Ashtabula.†	174,263	173,027	347,290	12	12	174
Reading and Columbia.	10,923	1,251	12,174	8	8	322
Rupert and Bloomsburg.	18	8,322	8,340	22	22	300
Salisbury.*	22,300	22,300	44,600	22	22	536
Shade Creek.	22,536	22,536	45,072	13	13	000
Sharnsville.	18,000	18,000	36,000	6	6	613
Sinemahoning Valley.	630,070	630,070	1,260,140	35	35	963
Slate Run.	1,850	4,765	6,615	25	25	800
Somerset and Cambria.*	26,198	9,765	35,963	49	49	153
State Line.*	49,153	49,153	98,306	10	10	781
Stony Creek.	76,643	172,690	249,333	25	25	15
Tamaqua.	27,231	15,650	42,881	10	10	8
Tiadaghton and Fahnstalk.	38,458	25,055	63,514	30	30	40
Tionesta Valley.	1,259,805	1,977,870	3,237,675	23	23	30
Warren and Farnsworth.	292,299	394,019	626,248	20	20	15
Waynesburg and Washington.	44,872	21,724	66,596	35	35	18
Western Maryland.	246,368	226,782	473,140	17	17	11
Western New York and Pennsylvania.	63,728,356	114,524,960	178,530,853	10	10	8
Wheeling, Pittsburgh and Baltimore.*	18	8,322	8,340	22	22	300
Williamsport and North Branch.	22,300	22,300	44,600	22	22	536
Wilmington and Northern.	18	8,322	8,340	22	22	300

* This company being leased to the Baltimore and Ohio Railroad Company, a corporation not organized in Pennsylvania and therefore making no report to this department, the figures relating to operations are included in the report of the lessor company.

† This company though leased to the Pennsylvania Company, the figures relating to operations are however included in the report of the lessor company. The statistics are compiled from both the operating report of the lessee company and the financial report of the lessor company.

‡ See foot-note (*) Table A.

TABLE G—NUMBER OF PASSENGERS CARRIED, COST PER MILE, ETC.

NAME OF COMPANY.	Number of passengers carried.	Number of passengers carried one mile.	Average distance carried.	Total passenger revenue.	Average amount received from each passenger.		Average receipts per passenger per mile.		Estimated cost of carrying each passenger one mile.	Passenger earnings per mile of road.
					Cts. Mills.	Cts. Mills.	Cts. Mills.	Cts. Mills.		
Addison and Pennsylvania.	72,033	1,080,495	15	\$24,458 18	33.954	2.263	3.250	3.000	89.91 35	
Allegheny Valley.	1,735,890	30,965,407	18	736,466 01	42.426	2.378	3.650	3.000	3,076 07	
Altoona, Clearfield and Northern.	43,843	350,744	8	8,762 15	19.985	2.498			1,459	
Baltimore and Harrisburg.	241,112	4,977,164	20	81,637 35	33.858	1.640			1,674 01	
Baltimore and Philadelphia.*	1,633,935	25,214,375	15	380,489 64	23.848	1.345			1,204 74	
Bangor and Portland.	1,155,960	1,155,960	7	30,568 27	18.139	2.642			7,354 19	
Barclay.				7,340 11					5.998	849 46
Beaver and Elwood.	33,000	93,000	3	3,213 83	9.750					
Beech Creek.	175,188	2,814,970	16	73,182 81	41.770	2.600			3.650	567 25
Belleville Central.	52,567			12,872 04	59.530					52 54
Berlin.	11,250	85,917	7	2,049 86						
Berlin Branch.	6,283	35,445	5	1,447 10	23.031	4.082			3.825	263 52
Bradford, Bordell and Kinzua.	38,437	461,244	12	14,990 62	39,000	3.250			3,000	639 54
Brownstone and Middletown.	25,943	51,886	2	823 14	3,173	1.586				
Buffalo, Rochester and Pittsburg.	802,937	16,152,858	20	307,443 90	45.762	2.275			2,634	1,325 50
Catsauqua and Fogelsville.	18,149	109,754	6	2,732 07	15.584	2.644				102 37
Central Pennsylvania and Western.				9,757 62						
Chambersburg and Gettysburg.	9,300	27,900	3	930 02	10,000	3.333			3,000	93 00
Chartiers,†	476,470	5,221,311	11	125,102 25	26.236	2.335			5.328 03	
Chester and Delaware River.	11,024	17,206	2	515 91	4.679	2.998				49 51
Clarion River.				3,861 92						
Cleveland and Pittsburg.†				675,080 73	48.576	2.253			1.907	321 12
Cornwall.	1,389,746	29,962,158	22	16,487 44	14.807	2.468			2.881	3,014 02
Cornwall and Lebanon.	111,353	668,118	6	38,459 53	18.252	1.901			1,810	1,639 07
Confluence and Oakland.*	210,718	2,023,027	10	2,803 12						
Confluence and Oakland.	13,027	114,534	9	19,465 00						
Coudersport and Port Allegheuy.	43,628	460,136	12	342,722 22	36.792	2.123				884 77
Cumberland Valley.	931,516	16,142,564	17	283,636 64	21.369	2.190			1.290	2,714 27
Delaware and Hudson Canal Company's Railroad.	1,815,106	12,453,253	10	892,299 38	33.638	1.939			6.166	3,010 47
Delaware, Lackawanna and Western.	1,603,756	44,112,378	28	97,704 95	20.637	2.967			6.103	72 14
Delaware, Susquehanna and Schuylkill.	16,162	3,539,227	7	23,029 52	24.850	2.000			2,620	1,208 36
Dunkirk, Allegheny Valley and Pittsburg.	227,043	1,077,185	16	111,014 60	43.507	2.140			1,520	516 12
East Broad Top.	32,674	4,357,628	18	41,335 36	30.996	1.511			2.747	1,095 87
East Broad Top and Pittsburg.†	243,553	2,738,736	12	78,202 50	32.876	2.630			1,041	710 29
Erle and Wyoming Valley.	133,353	2,972,946	12	35,855 68	22.895	1.667			1.587	836 39
Falls Brook.	237,864	2,150,012	14	54,958 88						1,139 99
Gettysburg and Harrisburg.	156,598									
Huntingdon and Broad Top Mountain.	106,830	2,067,879	20							

Hunter's Run and Slate Belt,	16,356	107,165	7	1,759 67	10,800	1,650	1,860	169 11
Kinzua Creek and Kane,	2,316	11,580	5	54 60	15,000	3,000	..	34 74
Kinzua Valley,	63,670	358,205	11	10,362 51	30,775	2,892	1,794	1,097 66
Lackawanna and Montrose,	96,820	..	..	4,907 24	29,000	..	..	245 36
Lancaster, Oxford and Southern,	5,629,514	263,590,558	47	5,786,491 11	102,788	2,195	2,041	5,624 79
Lake Shore and Michigan Southern,	102,046	1,218,073	12	27,488 56	29,937	2,256	4,094	809 43
Lehigh and Lackawanna,	1,072,536	11,808,506	11	244,067 45	22,756	2,065	3,484	1,307 56
Lehigh and Susquehanna,†	309,620	1,966,176	6	35,013 46	11,808	1,781	1,088	1,388 14
Lisemon Valley,	48,463	145,389	3	3,809 64	7,360	2,620	1,255	1,268 83
Little Saw Mill Run,	9,912	18,753	2	885 53	8,937	4,729	7,234	573 95
Maquing Valley,	38,571	694,278	18	23,528 74	61,000	3,880	1,307 15	966 86
Mauch Chunk, Summit Hill and Switch Back,	57,929	279,417	5	6,381 32	11,016	2,284	..	944 06
Middletown and Hummelstown,	60,209	673,075	11	14,285 35	23,690	2,122	2,240	806 38
Mont Alto,	15,273	369,591	8	8,870 19	20,000	2,400	..	303 37
Montour,	15,273	190,889	12	6,342 02	41,524	3,322	..	58 78
Montrose,	5,318	26,586	5	1,152 30	21,660	4,300	..	22 53
Mount Jewett, Kinzua and Kierville,	73,167	585,336	5	112 65	19,763	3,952	3,622	1,757 69
Mount Jewett and Smeethport,	107,430	571,829	8	14,061 56	19,218	2,402	1,394	..
Mount Penn Gravity,	153,678	832,458	11	15,214 40	20,000	1,800	..	1,383 11
Mount Pleasant and Broadford, *	177,767	703,666	4	20,482 93	12,909	2,911	1,320	1,367 35
Neversink Mountain,	38,800	470,000	12	10,400 53	28,000	2,330	1,100	982 47
New Castle and Beaver Valley, †	12,452,623	288,618,397	76	4,277,319 21	33,000	1,482	1,057	4,413 28
Newport and Sberman's Valley,	545,734	41,767,064	23	655,569 00	120,104	1,569	1,385	1,337 24
New York, Lake Erie and Western,	14,061	63,560	4	1,994 31	14,183	3,137	2,284	480 26
New York, Chicago and St. Louis,	1,609,651	28,816,971	15	332,218 09	20,639	1,338	1,539	2,266 36
New York and North Pennsylvania,	5,063,137	65,908,811	13	1,344,709 87	25,559	2,040	1,894	4,253 61
New York, Susquehanna and Western,	267,824	2,100,336	8	41,119 34	15,353	1,958	..	1,656 87
Northern Central,	47,478	853,451,912	18	16,800,026 97	35,533	1,968	1,592	7,372 48
North East Pennsylvania,	128,988	318,156	7	6,397 99	13,481	2,011	..	66 76
Pennsylvania, Poughkeepsie and Boston,	20,599	2,045,140	16	68,024 65	52,800	3,300	2,800	1,054 65
Pennsylvania and North Western,	184,574	154,600	7	5,411 02	25,200	3,500	..	541 10
Penn Gas Coal Company's Railroad,	12,757	1,823,184	10	44,967 02	24,383	2,467	3,528	1,410 65
Perkimon,	703,986	6,384,865	8	7,683 13	17,965	2,313	..	391 02
Philadelphia and Chester Valley,	26,769,122	349,610,486	83	86,328 10	..	..	..	4,020 20
Philadelphia, Newtown and New York,	12,392,873	233,211,295	13	6,461,532 75	24,138	1,843	3,235 35	3,235 35
Philadelphia and Reading,	127,196	2,371,725	19	4,713,368 05	38,083	2,024	1,782	8,106 47
Philadelphia, Wilmington and Baltimore,	1,026,174	1,991,652	2	58,822 34	46,360	2,480	1,926	786 49
Pine Creek,†	98,543	560,854	6	48,461 35	4,380	2,270	1,910	7,034 45
Pittsburg and Castle Shannon,	6,501,321	166,213,485	25	13,591 27	13,386	2,695	3,354	908 45
Pittsburg, Chardiers and Youghiogheny,	2,471,704	39,515,545	16	3,604,191 26	55,437	2,168	1,710	3,150 49
Pittsburg, Cincinnati, Chicago and St. Louis,	4,868,587	171,611,616	35	771,571 14	..	..	..	..
Pittsburg and Connellsville, *	26,127	..	..	3,463,834 76	71,147	2,018	1,438	7,371 59
Pittsburg, Fort Wayne and Chicago, †	1,817,005	29,244,661	16	3,919 12	30,612	1,902	2,833	3,709 43
Pittsburg Junction,	33,500	393,625	11	556,233 34	25,965	2,209	2,088	422 21
Pittsburg and Lake Erie,	..	..	..	8,178 77	..	..	..	..
Pittsburg, Marion and Chicago,	..	..	..	3,178 77	..	..	..	..
Pittsburg and Moon Run,	26,899	43,038	2	1,106 95	..	2,572	9,649	276 73
Pittsburg and Northern,	394,189	8,495,888	22	155,915 60	39,522	1,835	1,817	999 07
Pittsburg, Shenango and Lake Erie,	791,556	12,177,217	15	233,372 57	49,818	2,786	..	1,490 29
Pittsburg and Western,	397,817	5,262,704	13	151,397 97	38,051	2,406	2,272	1,183 81
Pittsburg, Youngstown and Ashtabula, †	517,512	6,562,423	16	159,603 59	26,976	..	..	1,993 07
Reading and Columbia,	68,671	106,480	7	3,473 32	5,060	3,259	..	2,230 98
Rupert and Bloomsburg,	2,120	13,738	7	36, 39	..	..	..	..
Salisbury, *	..	..	..	..	..	..	..	..

*See foot note * table F.

†See foot note † table F.

‡See foot note table (*) A.

TABLE G—NUMBER OF PASSENGERS CARRIED, COST PER MILE, ETC.—CONTINUED.

NAME OF COMPANY.	Number of passengers carried earnings revenue.	Number of passengers carried one mile.	Average distance carried.	Total passenger revenue.	Average amount received from each passenger.	Average receipts per passenger per mile.	Estimated cost of carrying each passenger one mile.	Passenger earnings per mile of road.
Schuylkill River, East Side,	1,205,969	2,411,938	2	117,248 69	9,722	4.861	10.091	11,208 02
Sharpville,	7,810	50,765	7	2,772 48	35,500	5.461	10.091	163 08
Sinemahoning Valley,	19,953	179,577	9	8,979 05	45,000	5.000	14.636	938 56
Somerset County,				35 00				
Somerset and Cambria, *	124,664	2,021,173	16	46,761 43				
State Line, *	1,146	34,365	8	630 81				
Stewartstown,	17,806			3,255 51				
Stony Creek,	95,477	755,434	8	16,372 22	17,148	2.167	3.086	1,729 21
Tioga,	166,379	2,675,141	16	62,004 88	37,267	2.318	1.490	1,085 45
Tionesta Valley,	12,476	162,197	13	8,109 87	65,080	5,000	3.000	296 28
Warren and Farnsworth,	1,456	14,560	10	727 90	50,000	5,000	3.000	47 70
Waynesburg and Washington,	46,509	808,252	17	25,681 49	55,218	3.177	2.921	912 31
Western Maryland,	1,012,785	19,955,725	20	320,952 03	31,693	1.608	1.771	3,247 87
Western New York and Pennsylvania,	1,711,379	35,475,480	21	772,166 54	45,119	2.177		1,340 27
Wheeling, Pittsburg and Baltimore, *	452,938	10,708,095	24	215,255 28				
Williamsport and North Branch,	67,672	791,473	11	24,966 01	36,897			1,037 71
Wilmington and Northern,	448,571	4,229,469	9	87,824 80	19,579	2.076	2.021	1,125 24
Williams Valley,	73,615			13,937 35	19,000			1,166 44
Total.	152,460,840	2,895,112,855		\$56,750,635 51				

* See foot note # table F.

TABLE H—KIND OF FREIGHT CARRIED, IN TONS.

NAME OF COMPANY.	Products of agri- culture.	Products of ani- mals.	Products of mines.	Products of forest.	Manufactures.	Merchandise.	Miscellaneous.
Addison and Pennsylvania,	12,023	9,937	974	45,712	%	1,496	983
Allegheny and Kinzua,				92,641			2,263
Allegheny Valley,	81,903	25,635	2,781,189	449,636	1,677,763	211,280	80,754
Altoona, Clearfield and Northern,			8,129		46		
Baltimore and Harrisburg,	10,177	5,934	110,239	8,400	19,289		76,174
Baltimore and Philadelphia,*	124,279	59,514	1,089,550	132,987	497,818	68,258	381,543
Bangor and Portland,	12,905	1,494	155,108	10,284	7,289	1,140	860
Bear Rock,			5,000				
Beaver and Elwood,	128	9		75	10,194		
Beech Creek,	8,762	2,520	2,991,190	62,026	24,983	7,874	3,967
Berlin,	1,506	66	17,728	2,796	2,369	162	1,023
Berlin Branch,	2,021	379	3,048	1,440	580		2,279
Bradford, Bordell and Kinzua,	2,963	133	128	58,712	3,319		91
Bradford and Western Pennsylvania,				16,875			
Brownstone and Middletown,				316	85		348
Buffalo, Rochester and Piusburg,	112,941	22,332	2,499,641	255,386	311,210	92,535	36,433
Catsanqua and Fogelsville,			242,228		37,420	34,730	
Chartiers,†	7,622	7,619	1,111,002	20,746	76,625	6,735	7,160
Chester and Delaware River,	78,027	13,405	572,210	46,742	27,845	32,400	32,208
Cleveland and Pittsburg,†	87,173	23,080	3,134,840	157,977	1,395,490	77,633	103,375
Cornwall,			643,369		188,271		35,803
Cornwall and Lebanon,	1,045	2,464	639,781	17,126	185,836	41,892	2,498
Confluence and Oakland,*	1,527	88		25,236	797	108	1,749
Condensport and Port Allegheny,	5,160	8,180	5,446	89,849		28,720	
Cumberland Valley,	86,156	23,203	2,600	137,667	241,640	82,833	51,392
Delaware and Hudson Canal Company's Railroad,	103,820	28,441	2,510,472	103,777	277,044	92,331	53,391
Delaware, Lackawanna and Western,	299,197	327,439	9,358,075	244,692	490,951	1,085,536	181,491
Delaware, Susquehanna and Schuylkill,	1,745		1,846,336	14,850	6,127	99	1,525
Dunkirk, Allegheny Valley and Pittsburg,	21,803	9,630	32,411	101,096	90,972	11,821	18,593
East Broad Top,	1,213	1,172		10,952	21,916	1,129	243
Emporium and Rich Valley,			286,236	27,848			
Erie and Pittsburg,†	15,675	8,100	1,199,193	75,523	311,981	3,685	44,075
Erie and Wyoming Valley,	8,973	441	2,644,580	3,011	7,607	17,035	9,430
Falls Brook,	349,478	42,947	2,272,665	236,948	185,349	87,148	50,605
Falls Creek,			160,947				
Ferney Mountain,				12,000			
Gettysburg and Harrisburg,	10,835		118,990	11,375		1,207	28,650
Greenlick,			811				
Huntingdon and Broad Top Mountain,	5,632	1,224	2,298,237	125,160	67,045	93,705	

* See foot note. † table F.

† See foot note. † table F.

TABLE H—KIND OF FREIGHT CARRIED, IN TONS—CONTINUED.

NAME OF COMPANY.		Products of agricul- ture.	Products of ani- mals.	Products of mines.	Products of forest.	Manufactures.	Merchandise.	Miscellaneous.
	Hunter's Run and Slate Belt, Ironton,	296 342	. . . . .	7,388 76,995	4,524 72,411	2,922 61,889	152 60	94 15,607
	Kinzua Creek and Kane, . . . . .	. . . . .	3,500	. . . . .	37,162	493	885	. . . . .
	Kinzua Valley,	101	. . . . .	12	1,226	273	4,529	2,873
	Lackawanna and Montrose, Lake Shore and Michigan Southern, Lehigh and Lackawanna,	2,035 2,056,179 4,961	808 2,942,805 273	5,716 6,567,985 9,145	1,016,380 9,145	2,490,602 3,037	700,591 258,306	574,231 24,620
	Lehigh and Susquehanna,† Ligonier Valley,	93,547 769	7,398 431	7,343,820 119,290	165,597 7,029	439,605 1,089	2,190,754 6,635	113,590 854
	Little Saw Mill Run, . . . . .	. . . . .	. . . . .	317,869	. . . . .	. . . . .	. . . . .	2,360
	Maehoning Valley, Maneh Chunk, Summit Hill and Swifts Back, Middletown and Hummelstown, Monongahela River and Streets Run, Mont Alto,	1,650 2,457	171 251	207,897 15,087 83,342 19,122	7,559 550	8,204 9,193 3,140 9,235	5,223	23,005
	Montoro, Mont Jewett and Smeethport, Mount Pleasant and Broadford,* New Castle and Beaver Valley,† New Castle and Butler, New Castle and Sherman's Valley, Newport and Lake Erie and Western, New York, Chicago and St. Louis, New York and North Pennsylvania, New York, Susquehanna and Western, Northern Central, North East Pennsylvania, Ohio and Baltimore Short Line,* Oregon and Texas, Pennsylvania, Pennsylvania, Poughkeepsie and Boston, Pennsylvania and Northwestern, Penn Gas Coal Company's Railroad, Perkmenen, Philadelphia and Chester Valley, Philadelphia, Newtown and New York, Philadelphia and Reading, Philadelphia, Wilmington and Baltimore, Tine Creek,†	1,071 2,173 21,204 1,068 1,955,714 1,008,994 235 37,404 1,707,190 9,866 3,443,838 96,918 550 224,134 12,897 2,191,118 660,707 334,001	1,171 223 6,244 1,153 618,835 461,258 3,467 293,028 1,760 1,465,011 5,375 13,986 2,100 469,874 328,680 37,357	4,437 27 251,598 1,514,905 55,227 2,593 11,043,021 786,212 343,452 26,937 20,850 1,148,070 8,254,702 19,499 208,983 36,537,325 253,862 1,302,878 300 329,756 15,976 52,100 24,300,750 2,102,235 3,684,178	1,503 12,558 5,294 82,496 8,344 1,326,710 343,452 26,937 20,850 1,202,168 6,389 2,158 15,675 3,039,864 31,500 63,831 400 32,659 1,275 1,319,040 834,648 1,319,343	830 2,878 12,733 384,745 78 1,380,732 781,123 181,869 114,021 2,591,605 7,386 381 11,122,455 8,050 31,883 500 181,073 70,870 15,460 3,973,792 1,673,580 191,343	1,715 252 697 4,912 612,107 138,386 267 175,232 191,177 19,629 63 228,600 67,800 31,883 250 50,234 46,491 23,345 1,035,447 62,300 49,627	114 16 5,907 48,532 4,886 362,019 18,555 430 48,262 19,629 1 500,697 67,800 31,883 250 50,234 46,491 23,345 1,035,447 62,300 49,627

Pittsburg and Castle Shannon,	1,809	53,846	11,800	9,001	1,936	2,000
Pittsburg, Charters and Youghiogheny	1,374,157	858,197	952,293	2,859,651	217,317	1,142
Pittsburg, Cincinnati, Chicago and St. Louis,	321,967	4,278,537	170,375	853,746	26,165	1,896,524
Pittsburg and Connellsville, *	672,799	4,307,437	456,707	1,641,837	983,983	234,874
Pittsburg, Fort Wayne and Chicago, †	80,803	4,287,661	116,951	922,959	46,215	260,402
Pittsburg and Lake Erie,	2,176	7,108,702	2,729	12,994	701	412,850
Pittsburg, Marion and Chicago,	18,746	128,351	35,288	19,597	19,574	196
Pittsburg and Moon Run,	39,804	280,931	102,958	712,958	7,414	21,578
Pittsburg, Shenango and Lake Erie,	172,342	3,398,748	29,321	45,990	11,796	132,313
Pittsburg, Youngstown and Ashtabula, †	1,054	1,560,391	3,545	890	3,989	9,449
Reading and Columbia,	136,198	4,814	5,352	579,027	69,416	3,688
Reynoldsville and Falls Creek,	575	428,350	167,555	5,227	810	432,293
Rupert and Bloomsburg,	29,852	945,491	808	33,269	30	133
Salsbury, *	7,618	73,231	28,712	193,646	1,784	27,720
Schuylkill River East Side, *	6,989	141,384	39,165	2,285	135	291
Shade Creek,	17,904	221,252	67	5,816	2,243	3,449
Sharpville,	3	2,614	3,196	1,688	1,512	490
Sinemahoning Valley,	18,477,085	25,540	16,617	198	1,978	1,578
Slate Run,	29,852	98,241	231,602	5,227	30	133
Somerset County,	1,611	115	2,100	193,646	1,784	27,720
Somerset and Cambria, *	7,618	141,384	39,165	2,285	135	291
State Line, *	6,989	221,252	67	5,816	2,243	3,449
Stewartstown,	17,904	2,614	3,196	1,688	1,512	490
Stony Creek,	3	25,540	16,617	198	1,978	1,578
Sugar Run,	18,477,085	98,241	231,602	5,227	30	133
Susquehanna and Buffalo,	29,852	811,320	2,100	193,646	1,784	27,720
Tamaqua, Hazleton and Northern,	1,611	115	2,100	193,646	1,784	27,720
Tiadaghton and Fawnstalk,	7,618	141,384	39,165	2,285	135	291
Tioga,	6,989	221,252	67	5,816	2,243	3,449
Tionesta Valley,	17,904	2,614	3,196	1,688	1,512	490
Ursina and North Fork,	3	25,540	16,617	198	1,978	1,578
Warren and Farnsworth,	18,477,085	98,241	231,602	5,227	30	133
Waynesburg and Washington,	29,852	811,320	2,100	193,646	1,784	27,720
Western Maryland,	1,611	115	2,100	193,646	1,784	27,720
Western New York and Pennsylvania,	7,618	141,384	39,165	2,285	135	291
Wheeling, Pittsburg and Baltimore, *	6,989	221,252	67	5,816	2,243	3,449
Williamsport and North Branch,	17,904	2,614	3,196	1,688	1,512	490
Wilmington and Northern,	3	25,540	16,617	198	1,978	1,578
Williams' Valley,	18,477,085	98,241	231,602	5,227	30	133
	18,477,085	180,534,176	16,602,476	40,147,802	8,208,531	9,381,467

* See foot note * table F. † See foot note table † F.

TABLE I—QUANTITY OF FREIGHT CARRIED, COST PER TON, ETC.

NAME OF COMPANY.	Number of tons carried earning revenue.	Number of tons carried one mile.	Average distance hauled of one ton.	Total freight revenue.	Average amount received for each ton of freight.	Average receipts per ton per mile.	Estimated cost of carrying one ton one mile.	Freight earnings per mile of road.
Addison and Pennsylvania.	75,614	2,736,601	31	\$63,447 65	Cts. Mths.	Cts. Mths.	Cts. Mths.	\$1,547 50
Allegheny and Kinzua.	94,004	1,426,856	14	42,443 22	83,909	2,318	1,917	922 68
Allegheny Valley.	5,306,220	228,044,019	42	1,900,714 74	35,807	3,194	.514	7,343 03
Altoona, Clearfield and Northern.	8,112	7,794,418	29	2,433 81				187 22
Baltimore and Harrisburg.	236,293	74,619,426	31	124,439 38	52,653	1,597		1,599 22
Baltimore and Philadelphia.*	2,353,749	2,547,180	13	445,726 63	18,937	1,597	.342	7,516 61
Bangor and Portland.	188,680			119,042 63	63,092	4,675	1,352	2,358 35
Barelay.				32,578 17				
Bear Rock.	5,000			1,209 22	6,900	2,300		
Beaver and Elwood.	17,404	52,212	3	1,250,549 60	40,320	.480	.190	8,388 13
Beech Creek.	3,101,322	261,248,186	84	17,502 38	20,600			71,044
Bellefonte Central.	84,692			5,371 33				
Berlin.	25,650	120,257	4	3,633 28				
Berlin Branch.	3,747	60,397	6	32,519 34	37,275	6,041	6,734	519 04
Bradford, Bordell and Kinzua.	66,040	990,600	15	2,546 42	49,242	3,262	2,135	1,288 91
Bradford and Western Pennsylvania.	16,878	50,664	3	16,811 38	13,087	5,029		589 49
Brownstone and Middletown.	91,353	182,786	2	2,726,724 93				
Buffalo, Rochester and Pittsburgh.	3,327,538	492,021,357	148	61,345 61	19,513	1,740		8,358 88
Catsauqua and Fogelsville.	314,378	3,525,381	11	13,524 01	22,065			2,247 09
Central Pennsylvania and Western.	25,814	417,346	16	1,800 06	9,908	5,333	3,000	180 00
Chambersburg and Gettysburg.	7,980	35,955	43	122,623 03	5,171	1,759	1,267	5,222 45
Chartiers.	1,237,569	6,970,634	6	31,176 29		2,028		1,875 40
Chester and Delaware River.	602,927	1,536,996	3	23,684 24			.446	12,116 22
Clarion River.	60,000			2,713,790 30	53,630	.718		8,880 45
Cleveland and Pittsburgh.	5,060,181	377,639,634	75	108,714 30	12,982	2,164	.959	8,359 78
Cornwall.	837,443	8,024,668	6	208,075 02	23,362	1,601	.616	
Cornwall and Lebanon.	880,642	13,853,441	15	15,841 36				
Confluence and Oakland.*	35,001	420,796	12	55,042 00	47,000			2,325 00
Cumbersport and Port Allegheny.	134,509	302,620	11	533,747 37	60,669	1,206		3,082 79
Cumberland Valley.	1,053,348	44,249,432	42	802,397 90	29,024	.863	1,000	8,421 85
Delaware and Hudson Canal Company's Railroad.	2,971,276	99,872,721	34	6,290,074 71	52,632	.938	.689	32,334 97
Delaware, Lackawanna and Western.	11,437,381	670,487,015	56	1,086,796 08	58,694	4,680	1,241	23,518 64
Delaware, Susquehanna and Schuylkill.	1,870,753	23,224,001	12	136,716 43	68,710	1,310	.900	2,173 34
Dunkirk.	286,326	14,688,073	51	83,379 61	26,765	1,178	1,038	1,485 89
East Broad Top.	322,861	7,330,645	23	576,601 60	34,772	.537	.378	5,697 08
Erie and Pittsburgh.	1,658,232	107,399,746	65	707,858 58	26,243	.749	.484	11,371 22
Erie and Wyoming Valley.	2,637,280	94,401,800	35	680,212 57	20,986	.640	.392	7,371 25
Falls Brook.	3,284,040	107,678,141	33	10,074 98	6,250	2,080	1,018	3,358 33
Falls Creek.	100,947	462,841	3					

	12,000	252,000	21	3,600 00	30,000	1,700	1,700	17 43
Ferney Mountain.	12,000	252,000	21	3,600 00	30,000	1,700	1,700	17 43
Gettysburg and Harrisburg.	171,057	3,202,767	19	61,861 85	56,164	1,952	1,952	1,787 52
Greenlick.	1,081			378 85				
Huntingdon and Broad Top Mountain.	2,992,004	112,859,300	43	651,887 49	21,080	2,870	2,870	240 13
Hunter's Run and Slate Belt.	15,376	112,596	7	3,241 71	11,583	4,397	4,397	3,039 57
Ironton.	135,325	622,100	4	27,556 16	37,400	6,800	6,800	2,053 94
* Kinzua Creek and Kane.	76,967	419,311	5	9,468 27	25,070	4,530	4,530	946 83
Kinzua Valley.	37,768	218,664	6	3,856 60	21,973	2,062	2,062	366 08
Lackawanna and Montrose.	17,460	186,611	11	8,316 57	72,000			415 83
Lancaster, Oxford and Southern.	11,478	2,544,624,394	177	15,230,323 02	106,400	599	599	10,674 46
Lake Shore and Michigan Southern.	496,719	6,427,810	13	64,117 99	22,408	497	497	1,735 14
Lehigh and Lackawanna.	10,324,311	585,680,076	57	5,005,075 05	48,478	854	854	22,260 60
Lehigh and Susquehanna.	135,597	692,295	5	24,465 37	18,042	3,535	3,535	2,330 03
Visconier Valley.	320,229	960,687	3	62,412 83	19,400	3,417	3,417	20,804 27
Little Saw Mill Run.	232,996		9	15,801 71	6,782	920	920	1,586 96
Mahoning Valley.	47,725	207,071	4	8,748 39	50,000	4,500	4,500	1,325 32
Mauch Chunk, Summit Hill and Switch Back.	86,482	86,482	1	169,325 51	18,331			54,097 60
Middletown and Hummelstown.	44,732	500,174	12	12,847 26	5,006	4,463	4,463	3,092 19
Monongahela Connecting.	186,148		17	22,711 27	28,707	2,293	2,293	718 12
Monongahela River and Streets Run.	10,841	184,081	17	10,853 29	100,113	2,865	2,865	387 62
Montrose.	107,487	644,922	5	32,246 20	30,000	6,000	6,000	1,645 21
Mount Jewett and Kitterville.	15,733	78,665	5	5,399 45	33,874	6,774	6,774	1,015 89
Mount Jewett and Snelshopt.	278,625	1,820,298	6	10,056 83				
Mount Penn Gravity.	2,063,038	7,948,552	4	134 46				
Mount Pleasant and Broadford.	55,227	361,184	20	143,094 23	6,336	938	938	9,552 35
Neversink Mountain.	18,125	2,757,846,857	159	5,522 74	10,000	7,500	7,500	2,209 10
New Castle and Beaver Valley.	17,309,198	1,071,781,396	303	16,237 71	89,500	4,500	4,500	2,669 73
Newport and Butler.	3,537,380	1,071,781,396	303	18,063,771 76	104,394	418	418	16,340 96
New York, Lake Erie and Western.	36,103	144,412	7	5,838,307 50	165,049	443	443	11,005 70
New York, Chicago and St. Louis.	1,509,459	116,769,674	77	7,958 24	22,043	5,311	5,311	1,391 64
New York and North Pennsylvania.	14,233,062	933,987,845	65	1,265,478 20	83,903	453	453	7,915 48
New York, Susquehanna and Western.	64,329	706,319	12	5,610,698 04	39,255	601	601	15,048 94
Northern Central.	211,586	1,477,464	7	32,694 78	50,675	4,267	4,267	1,277 54
North East Pennsylvania.	15,675	125,400	8	15,655 80				
Ohio and Baltimore Short Line.	56,338,300	7,832,629,615	139	4,702 50	30,006	5,897	5,897	587 81
Oregon and Texas.	463,505	37,797,889	82	48,509,088 04	86,363	453	453	18,388 52
Pennsylvania, Poughkeepsie and Boston.	1,398,542	69,934,690	50	136,453 54	43,479			2,049 59
Pennsylvania and North Western.	2,000	20,000	10	672,776 23	48,100	680	680	8,999 15
Penn Gas Coal Company's Railroad.	888,080	32,230,959	36	2,653 20	132,760			265 52
Perkionon.	149,609	1,631,103	11	304,488 88	34,286	745	745	7,908 67
Philadelphia and Chester Valley.	90,905	3,816,648,259	109	39,684 22	26,525	2,435	2,435	1,845 78
Philadelphia, Newtown and New York.	35,067,515	8,627,592	12	31,812 23	34,955			1,322 12
Philadelphia and Reading.	5,733,866	3,623,700,439	56	34,640,519 98	98,752	908	908	13,881 92
Philadelphia, Wilmington and Baltimore.	4,700,902	194,020,741	42	4,277,004 26	74,592	1,321	1,321	6,553 87
Pine Creek.	55,846	10,627,592	12	2,920,992 28	19,591	474	474	12,312 73
Pittsburg and Castle Shannon.	853,885	1,653,836,498	142	78,670 42	141,000	41,000	41,000	12,103 14
Pittsburg, Chartiers and Youghiogbeny.	6,084,813	273,086,314	45	11,392,502 62	17,486	1,491	1,491	9,846 94
Pittsburg, Cincinnati, Chicago and St. Louis.	8,622,107	1,299,152,878	151	2,143,225 39	97,529	685	685	9,907 07
Pittsburg and Connellsville.				8,730,939 36	101,147			18,559 60
Pittsburg, Fort Wayne and Chicago.				297,777 01				

† See foot note (*) Table A.

† See foot note + Table F.

* See foot note * Table F.

TABLE I—QUANTITY OF FREIGHT CARRIED, COST PER TON, ETC.—CONTINUED.

NAME OF COMPANY.	Number of tons carried earning revenue.	Number of tons carried one mile.	Average distance hauled of one ton.	Total freight revenue.	Average amount received for each ton of freight.	Average receipts per ton per mile.	Estimated cost of carrying one ton one mile.	Freight earnings per mile of road.
Pittsburg and Lake Erie.	8,692,558	554,322,376	64	\$3,908,333 70	Cts. Mills.	Cts. Mills.	Cts. Mills.	23,977 52
Pittsburg, Marion and Chicago.	147,842	1,026,262	11	29,559 62	44,962	.705	.423	1,182 38
Pittsburg and Moon Run.	280,491			21,208 96	19,994	1.818	1.516	
Pittsburg, Shenango and Lake Erie.	580,329	31,377,544	51	241,418 54			.367	1,546 96
Pittsburg and Western.				1,104,837 07				4,959 23
Pittsburg, Youngstown and Ashabula.†	4,405,552	198,349,820	45	1,275,723 87	28,957		.336	9,975 17
Reading and Columbia.	496,312	10,850,109	22	195,538 41	30,398	1.802		2,661 61
Reynoldsville and Falls Creek.	1,560,391			176,819 91	11,330			3,032 76
Rupert and Bloomsburg.	22,451	43,963	2	4,948 39	21,561	11.256		
Salisbury.*	444,300	2,947,935	6	56,835 42				20,023 14
Schuylkill River East Side.*	2,393,651	11,968,255	5	214,342 35	8,955	1.791		
Shade Creek.	17,904			1,730 43	10,000	10.000	11.300	
Sharpsville.	80,454	1,261,533	14	14,654 30	18,251	1.164	1.634	715 26
Sinemahoning valley.	264,871	3,259,372	12	150,252 50	56,726	4.638	4.431	12,285 56
Slate Run.	28,712	430,680	15	15,569 32	54,225	3.615	3.408	1,037 95
Somerset County.	2,378			2,325 00	100,000			
Somerset and Cambria.*	435,162	14,512,494	33	131,758 19				
State Line.*	224,030	620,124	3	13,066 06				
Stewartstown.	21,830			11,380 03				
Stony Creek.	42,545	177,913	4	11,460 09	26,936	6.441	4.830	1,112 63
Sugar Run.	19,283	151,261	8	11,665 06	60,556	7.563	6.150	1,458 13
Susquehanna and Buffalo.	98,241			13,613 96				
Tamaqua, Hazleton and Northern.	817,610	8,094,339	10	55,015 17	4,282	.433	.513	3,536 90
Thadaghton and Rahmstallk.	71,465	32,421,643	37	15,733 30	22,015	3.741	2.810	1,792 76
Tiooga.	887,058	32,492,307	37	271,357 47	30,594	.823	.550	4,201 71
Tionesta Valley.	77,570	884,402		52,907 70	68,206	1.604		
Ursina and North Fork.	8,209			1,719 77				
Warren and Farnsworth.	16,696	101,169	12	9,920 42	87,500	9.500	7.500	650 00
Waynesburg and Washington.	1,146,255	375,993	22	24,340 23	145,785	6.474	4.487	864 65
Western Maryland.	4,607,475	52,432,881	46	591,404 16	51,594	1.117		4,865 90
Western New York and Pennsylvania.	1,435,681	507,545,024	110	2,798,915 76	60,747	.551	.372	4,212 67
Wheeling, Pittsburg and Baltimore.*	83,126	55,113,030	38	425,810 27				
Williamsport and North Branch.	849,350	61,887 94		61,887 94	74,571			2,292 14
Wilmington and Northern.	11,372	27,042,065	32	383,973 42	43,208	1.420	1.214	4,173 12
Williams Valley.				7,628 79	68,000			635 73
Total.	281,681,630	27,869,874,938		\$191,392,514 51				

† See foot note † table F.

* See foot note * table F.

TABLE J--EARNINGS AND INCOME DURING THE YEAR.

NAME OF COMPANY.	Passenger earnings.	Freight earnings.	Other earnings from operation.	Total earnings from operation.	In come from other sources, including interest on bonds, dividends on stock, rentals, etc.	Total earnings and income.
Addison and Pennsylvania.	\$28,345 58	\$53,447 65	\$2,400 00	\$94,193 23	\$9,145 07	\$103,338 30
Allegheny and Kinzua.	800,701 11	42,443 22	42,443 22	42,443 22	4,718 33	2,729,290 61
Allegheny Valley.	8,762 15	1,911,389 54	12,481 63	2,724,572 28	3,551 76	3,551 76
Allentown.		2,433 81		11,195 96	5 00	11,200 96
Altoona, Clearfield and Northern.					274,934 00	274,934 00
Bald Eagle Valley.	97,584 66	129,537 14		227,121 80		227,121 80
Baltimore and Harrisburg.	430,173 26	445,734 88		875,908 14		875,908 14
Baltimore and Philadelphia.*	34,411 62	119,042 63	30 63	153,485 18		153,485 18
Bangor and Portland.	7,340 11	32,578 17	5,317 44	45,235 72	5,617 44	50,853 16
Barclay.	303 20	1,725 60		1,728 80		1,728 80
Bear Rock.	3,459 97	1,209 22		4,669 19		4,669 19
Beaver and Elwood.					111,415 09	111,415 09
Bedford and Bridgeport.						
Beech Creek.	84,372 93	1,250,585 79	12,042 36	1,347,201 08		1,347,201 08
Bellefonte Central.	13,266 69	17,502 38	199 11	30,968 18		30,968 18
Berlin.	2,484 78	5,371 33		7,856 11		7,856 11
Berlin Branch.	1,844 65	3,633 28	92 25	5,570 18	108 15	5,678 33
Bloomsburg and Sullivan.	23,616 16	43,655 07		69,271 23		69,271 23
Bradford, Bortell and Kinzua.	17,649 50	32,519 34		50,168 84	15,353 44	65,522 28
Bradford and Western Pennsylvania.		2,546 42	1,030 00	3,576 42		3,576 42
Brownstone and Middletown.	823 14	16,811 38		20,214 82		20,214 82
Buffalo, Rochester and Pittsburgh.	403,428 94	2,726,724 93	35,918 78	3,106,072 65	49,219 11	3,215,291 76
Cambria and Clearfield.					41,056 83	41,056 83
Cambria and Fogelsville.					1,846 76	65,063 80
Catawissa.	2,792 07	61,345 61	79 36	64,217 04	294,000 00	294,000 00
Central Pennsylvania and Western.	9,757 62	13,324 01	310 54	23,592 17	23,592 17	23,592 17
Chambersburg and Gettysburg.	1,126 10	1,800 06	2,026 16	2,026 16	2,926 16	2,926 16
Chartiers.*	141,864 15	122,623 93	862 69	265,349 87	23,124 86	288,474 73
Cherry Grove.					300 00	300 00
Chester Creek.					23,735 98	23,735 98
Chester and Delaware River.	515 91	31,176 29		31,692 20		31,692 20
Chestnut Hill.					16,478 00	16,478 00
Clarion River.	3,853 42	22,505 42	25 00	26,383 84		26,383 84
Cleveland and Pittsburg.*	798,851 60	2,713,790 30	38,975 31	3,551,617 21	8,529 45	3,560,146 66
Colebrookdale.					12,211 09	12,211 09
Columbia and Port Deposit.					185,233 77	185,233 77

* See foot note + Table F.

* See foot note * Table F.

TABLE J—EARNINGS AND INCOME DURING THE YEAR—CONTINUED.

NAME OF COMPANY.	Passenger earnings.	Freight earnings.	Other earnings from operation.	Total earnings from operation.	Income from other sources, including interest on bonds, dividends, etc.	Total earnings and income.
Connecticut,					\$146, 125 28	\$146, 125 28
Cornwall,	\$17, 975 43	\$108, 714 30		\$126, 689 73		126, 689 73
Cornwall and Lebanon,	41, 294 29	208, 075 02		251, 956 37	6, 254 35	258, 230 72
Confluence and Oakland, *	3, 659 09	13, 842 11		17, 501 20		17, 501 20
Condersport and Port Allegheny,	19, 465 00	55, 602 00		75, 067 00		75, 067 00
Cresson, Clearfield County and New York Short Route,					\$16, 956 99	16, 956 99
Cumberland Valley,	393, 350 28	533, 747 37	17, 236 09	944, 334 34	3, 029 74	953, 394 08
Delaware and Hudson Canal Company's Railroad,	508, 271 63	862, 397 90	141 18	1, 370, 810 71	301, 317 24	1, 472, 127 95
Delaware, Lackawanna and Western,	1, 279, 826 92	6, 292, 709 71	811, 171 52	8, 383, 708 25	7, 713, 111 13	16, 096, 819 38
Delaware, Susquehanna and Schuylkill,	3, 333 75	1, 086, 796 08		1, 090, 130 43	108 46	1, 090, 238 89
Dillsburg and Mechanicsburg,					21, 265 04	21, 265 04
Dunkirk, Allegheny Valley and Pittsburg,	103, 477 60	196, 904 29	434 50	306, 816 39		306, 816 39
East Broad Top,	24, 837 76	86, 379 61	458 58	111, 675 95	1, 491 35	113, 167 30
East Mahanoy,					32, 070 50	32, 070 50
East Pennsylvania,					123, 627 00	123, 627 00
Elmira and Williamsport,					156, 456 65	156, 456 65
Emporium and Rich Valley,	397 42	13, 636 24		13, 963 66		13, 963 66
Erie and Pittsburg,	133, 289 39	576, 601 60	5, 864 23	715, 555 22	31, 194 15	746, 949 37
Erie and Wyoming Valley,	44, 215 80	707, 858 98	2, 328 95	754, 403 33	804, 403 33	804, 403 33
Falls Brook,	87, 251 75	688, 212 57	1, 522 29	777, 986 61	271, 418 26	1, 049, 404 87
Falls Creek,		10, 074 98		10, 074 98		10, 074 98
Fayette County,					9, 000 00	9, 000 00
Ferney Mountain,		3, 600 00		3, 600 00		3, 600 00
Gettysburg and Harrisburg,	39, 443 95	61, 861 85		101, 305 80		101, 305 80
Greenlick,		378 85		378 85		378 85
Hanover and York,					34, 592 69	34, 592 69
Harrisburg, Portsmouth, Mt. Joy and Lancaster,					129, 637 04	129, 637 04
Huntingdon and Broad Top Mountain,	64, 803 14	651, 887 49	2, 854 15	719, 544 78		719, 544 78
Hunter's Run and Slate Belt,	2, 282 99	3, 241 71	8 63	5, 533 33		5, 533 33
Ironcon,		27, 356 19		27, 356 19	3, 441 43	30, 797 62
Jamestown and Franklin,					73, 075 70	73, 075 70
Johnsonburg,					19, 973 55	19, 973 55
Jones Lake,					1, 200 00	1, 200 00
Junction,					446 24	446 24
Kensington and Paeony,					30 00	30 00
Kinzua Creek and Kane,	54 60	28, 755 16	655 96	29, 465 72		29, 465 72
Kinzua Hemlock,					4, 057 55	4, 057 55
Kinzua Valley,	347 40	9, 490 37		9, 837 67	4 80	9, 842 47

Lackawanna and Montrose.	11,503 48	3,836 60	34 00	15,374 08	15,374 08
Lancaster, Oxford and Southern.	5,965 43	8,316 67		14,282 10	14,282 10
Lake Shore and Michigan Southern.	7,741,715 39	15,519,591 55	193,977 02	23,455,283 96	24,046,875 75
Lehigh and Lackawanna.	29,876 40	64,117 99	147 81	94,142 20	94,142 20
Lehigh and Susquehanna, §	293,993 25	5,005,075 05	6,867 96	5,305,936 26	5,305,936 26
Lehigh Valley.				4,605,508 09	4,605,508 09
Lewisburg and Tyrone.				26,926 07	26,926 07
Ligonier Valley.	35,575 48	24,465 37		60,040 85	60,040 85
Little Saw Mill Run.	3,809 64	62,412 83	2,413 40	68,635 87	68,635 87
Litton Schuylkill Navigation.				225,053 35	225,053 35
Litton Valley.				62,732 96	62,732 96
McKeesport and Bessemer.				63,602 56	63,602 56
McKeesport Connecting.		33,478 00		33,478 00	33,478 00
Maioning Valley.	1,083 68	16,801 71	20,755 33	37,653 72	37,653 72
Mapleton and Rocky Ridge.				80 00	80 00
Manch Chunk, Summit Hill and Switch Back.	23,496 12	74 91	355 14	23,926 17	23,926 17
Meadville, Conneaut Lake and Limesville.				8,000 00	8,000 00
Middletown and Hummelstown.	6,381 32	8,748 39	11 05	15,140 76	15,140 76
Mifflin and Centre County.				34,262 86	34,262 86
Mill Creek and Mine Hill.				33,000 00	33,000 00
Mine Hill and Schuylkill Haven.				355,981 00	355,981 00
Monongahela Connecting.		169,325 51		169,325 51	169,325 51
Monongahela River and Streets Run.		4,364 77		4,364 77	4,364 77
Mont Alto.	16,700 54	12,847 26		29,547 80	29,547 80
Montour.	9,870 19	16,207 79		26,077 98	26,077 98
Montrose.	8,494 31	10,583 29		19,347 60	19,347 60
Mount Carbon and Port Carbon.				36,250 00	36,250 00
Mount Carmel and Natalie.				36,042 97	36,042 97
Mount Jewett, Kinzua and Ritterville.	1,182 30	32,246 20		33,428 50	33,428 50
Mount Jewett and Smethport.	112 65	5,329 45		5,442 10	5,442 10
Mount Penn Gravelly.	14,061 56	57 75	155 66	14,254 97	14,254 97
Mount Pleasant and Broadford, *	5,321 52	10,036 85		15,358 37	15,358 37
Nesqueopee.				8,469 97	8,469 97
Nesqueoning Valley.				79,448 58	79,448 58
Neversink Mountain.	15,214 40	134 46		15,768 70	15,768 70
New Castle and Beaver Valley. †	21,784 91	143,094 23	419 84	163,358 09	163,358 09
New Castle and Butler.		5,522 74	438 45	5,522 74	5,522 74
New Castle and Shenango Valley.				12,736 15	12,736 15
Newport and Sherman's Valley.	12,554 08	16,237 71	383 60	29,175 39	29,175 39
New York, Lake Erie and Western.	6,642,769 79	23,705,755 53	289,553 31	30,638,078 63	31,289,979 80
New York, Lackawanna and Western.				193,734 50	193,734 50
New York, Chicago and St. Louis.		5,838,307 50	9,188 98	6,556,875 64	6,556,875 64
New York and North Pennsylvania.	709,379 16	7,458 24		703 59	703 59
New York, Pennsylvania and Ohio.	2,401 31			2,394,832 88	2,394,832 88
New York, Susquehanna and Western.	362,618 13	1,266,478 20	41,999 08	57,227 81	1,728,832 22
Nittany Valley.				440,937 93	440,937 93
Northern Central.				881,700 00	881,700 00
North East Pennsylvania.	1,585,874 37	5,610,646 04	160,730 42	7,557,560 83	7,798,298 76
North Pennsylvania.	42,415 90	32,699 78	350 75	75,446 43	75,446 43
North and West Branch.		15,635 80		15,635 80	15,635 80
Ohio and Baltimore Short Line. *				121,290 88	121,290 88
Ohio Connecting. †				101,689 42	101,689 42
Ontario, Carbondale and Scranton.				4,702 50	4,702 50
Oregon and Texas.		4,702 50		4,702 50	4,702 50
Pennsylvania.	20,143,885 44	48,599,098 04	954,126 03	69,697,109 51	76,011,102 10

* See foot note * Table F.

† See foot note † Table F.

‡ For six months, viz: January 1, to June 30, 1893.

§ See foot note (§) Table A.

River Front.	3,568 92	4,948 39	290 08	8,507 39	23,180 00	23,180 00
Rupert and Bloomsburg.	429 70	56,885 42		57,265 12		8,807 39
Salisbury.*						57,265 12
Schuylkill and Lehigh.					51,060 00	51,000 00
Schuylkill River East Side.*	123,288 24	220,254 55		343,542 77		343,542 77
Schuylkill Valley Navigation railroad.					29,450 00	29,450 00
Shade Creek.						1,730 43
Shamokin.					110,000 00	110,000 00
Shamokin and Lewisburg.					200,481 78	200,481 78
Shamokin Valley and Pottsville.					36,426 00	36,426 00
Sharon.	3,402 43	14,684 30	4,556 50	22,643 23	22,898 23	22,898 23
Sharpsville.					300 00	300 00
Sheffield and Spring Creek.	11,478 66	150,252 50				161,731 16
Shinnaboming Valley.						13,304 50
Slackwater Connecting.						13,304 50
State Run.						15,569 32
Somerset County.	35 00	15,569 32				15,569 32
Somerset and Cambria.*	52,205 30	2,325 00				2,360 00
South West Pennsylvania.		131,758 19				183,963 49
State Line.*	630 81	13,066 06				13,696 87
State Line and Sullivan.	3,797 00	11,390 03				15,187 12
Stewartstown.	17,810 88	11,460 09				30,141 34
Stony Creek.		11,665 06				11,665 06
Sugar Run.						329,114 68
Sunbury, Hazleton and Wilkes-Barre.						245,491 47
Sunbury and Lewistown.	97 44	13,643 96				13,741 40
Susquehanna and Buffalo.						12,337 53
Susquehanna and Clearfield.						35,065 10
Tamaqua, Hazleton and Northbern.						15,806 30
Tiadaghton and Falmastalk.	70,250 77	271,484 72				345,751 84
Tioga.	9,369 07	52,907 70				62,276 77
Tionesta Valley.						5,269 78
Tipton.						13,396 14
Turtle Creek Valley.	1,782 11	1,837 00				3,619 11
Tuscarora Valley.						114,166 66
Tyrone and Clearfield.						10,751 39
Ursina and North Fork.	70 60	1,719 77				1,790 37
Warren and Farnsworth.	830 97	9,920 42				10,751 39
Waynesburg and Washington.	34,128 89	24,340 23	12 95			58,482 07
West Chester.						12,966 80
Western Maryland.	415,471 85	603,858 88				1,019,330 73
Western New York and Pennsylvania.	897,059 34	2,819,579 18				3,720,159 08
Western Pennsylvania.						609,099 08
Wheeling, Pittsburgh and Baltimore.*						655,396 28
Wilcox and Rocky Run.	229,583 74	425,812 54				3,749 36
Wilkes-Barre and Scranton.		3,705 82	43 54			50,877 80
Williamsport and North Branch.	28,018 35	61,887 94				91,107 14
Wilmington and Northern.	103,859 79	385,179 34				419,937 83
Williams Valley.	14,130 87	7,628 79				5,030 30
						1,759 66
	\$63,241,087 63	\$204,471,458 40	\$3,427,372 42	\$277,587,303 90	\$39,686,162 67	\$317,223,465 57

* See foot note * Table F.

† See foot note † Table F.

TABLE K—EXPENSES DURING THE YEAR.

NAME OF COMPANY.	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expenses.	Total operating expenses.
Addison and Pennsylvania,	\$24,654 00	\$5,975 58	\$25,727 21	\$5,431 41	\$81,788 20
Allegheny and Kinzua,	8,565 46	5,560 75	16,791 87	10,223 20	41,141 28
Allegheny Valley,	388,313 44	346,993 61	825,653 06	96,679 98	1,667,630 09
Altoona, Clearfield and Northern,	2,400 00	500 50	6,021 54	2,240 00	11,162 04
Baltimore and Harrisburg,	32,821 41	14,352 20	74,681 64	3,432 93	125,188 18
Baltimore and Philadelphia,*	176,712 43	80,486 47	435,882 90	59,341 12	752,422 92
Bangor and Portland,	39,851 06	12,740 20	38,275 16	13,468 76	103,836 08
Barclay,	6,468 81	4,403 24	9,197 20	4,594 30	24,663 55
Bear Rock,	.....	1,270 49	9,410 90	53 82	1,735 21
Beaver and Elwood,	.....	1,581 38	5,762 48	.....	6,343 86
Beech Creek,	144,906 41	117,873 50	259,220 83	\$8,632 02	610,702 76
Bellefonte Central,	13,352 94	4,553 08	16,510 14	7,203 63	41,620 39
Berlin,	4,132 77	469 29	6,424 72	8,069 93	14,086 71
Berlin Branch,	1,823 15	.....	2,827 67	773 23	3,424 05
Bloomburg and Sullivan,	10,692 20	14,750 82	7,985 41	1,746 62	39,175 05
Bradford, Bordell and Kinzua,	9,740 14	8,294 80	25,574 47	5,114 78	48,724 19
Bradford and Western Pennsylvania,	1,289 01	687 58	1,913 83	893 25	4,783 67
Brownstone and Middletown,	1,856 80	6,578 95	9,749 69	525 45	18,710 39
Buffalo, Rochester and Pitsburg,	291,431 74	532,644 89	1,110,374 97	178,228 55	2,112,583 15
Bustleton,†	.....	.....	.....	.....	.....
Catsaqua and Fogelsville,	14,573 39	4,648 05	20,579 35	483 96	40,285 35
Central Pennsylvania and Western,	.....	.....	.....	.....	.....
Chambersburg and Gettysburg,	1,943 87	189 85	3,630 51	783 00	6,547 23
Chartiers,‡	38,488 03	29,210 89	91,463 65	4,900 62	158,053 19
Chester and Delaware River,	15,507 85	6,634 27	27,947 29	2,468 69	52,557 60
Clarion River,	.....	.....	.....	.....	.....
Cleveland and Pitsburg,†	425,734 13	473,233 34	1,351,685 80	104,397 81	2,355,711 08
Cornwall,	19,365 73	7,204 21	37,402 51	3,451 85	67,424 30
Cornwall and Lebanon,	18,738 92	7,540 86	81,882 77	13,888 56	122,001 11
Confluence and Oakland,*	8,535 94	461 43	6,672 92	6,969 25	22,639 54
Conduff and Fort Allegheny,	9,661 00	2,069 00	20,335 00	2,280 00	34,336 00
Cumberland Valley,	230,526 17	131,415 70	316,423 41	58,681 49	737,046 80
Delaware and Hudson Canal Company's Railroad,	140,639 13	140,639 13	839,141 08	32,280 85	1,146,722 13
Delaware, Lackawanna and Western,	632,153 03	1,863,947 04	2,487,146 41	883,925 50	5,367,772 58
Delaware, Susquehanna and Schuylkill,	84,531 00	28,002 45	96,892 77	85,703 12	295,129 34
Dillsburg and Mechanicsburg,	.....	.....	.....	.....	.....
Downingtown and Lancaster,†	.....	.....	.....	.....	.....
Dunkirk, Allegheny Valley and Pittsburg,	94,476 95	20,421 59	96,311 55	18,701 50	229,911 60

East Broad Top,	25,661 81	20,385 22	33,636 52	7,739 72	92,436 27
Emporium and Rich Valley,	1,454 55	1,295 50	4,748 41	8,787 77	8,286 23
Emporium and Pitsburg, †	103,517 54	121,354 73	279,652 39	21,079 78	525,604 44
Erle and Wyoming Valley,	99,577 14	71,813 40	292,748 91	485,679 63	485,679 63
Erle and Wyoming Valley,	121,507 45	39,673 94	262,929 39	45,976 27	470,087 05
Falls Brook,	2,002 34	45 97	3,263 70	387 99	5,700 00
Ferney Mountain,	34,712 54	16,065 22	50,252 12	2,100 00	3,600 00
Gettysburg and Harrisburg,	62,487 31	22,106 13	163,418 99	403 20	101,469 58
Greenlick,	3,030 63	3,030 63	1,038 20	96,357 96	344,370 39
Huntingdon and Broad Top Mountain,	6,448 44	836 80	4,608 32	2,055 15	7,968 62
Hunters Run and Slate Belt,	17,011 96	60,939 61	39,492 09	3,945 53	15,988 71
Junction,	4,108 30	3,307 53	7,482 15	2,644 93	121,839 19
Kinzua Creek and Kane,	5,629 38	49 66	2,709 29	323 22	18,032 91
Kinzua Valley,	3,348 68	288 05	8,506 37	161 08	12,254 18
Lackawanna and Montrose,	4,283,666 21	1,522 79	1,522 35	1,804 16	16,467 56
Lancaster, Oxford and Southern,	26,782 54	9,945 54	39,549 82	5,921 98	16,110,987 26
Lake Shore and Michigan Southern,	430,014 25	669,291 80	1,359,639 26	131,193 66	2,610,078 97
Lehigh and Lackawanna,	15,430 92	1,571 63	9,375 92	8,473 59	34,872 06
Lehigh and Susquehanna, **	8,265 18	8,415 01	15,102 81	4,162 48	35,885 48
Ligonier Valley,	8,890 02	3,500 08	21,065 01	1,238 96	25,624 07
Little Saw Mill Run,	1,224 36	2,636 30	5,980 60	4,704 17	13,590 14
McKeesport Connecting,	4,219 76	3,563 00	10,997 01	3,399 96	16,268 62
Mauch Chunk, Summit Hill and Switchback,	4,785 63	10,155 59	46,577 11	253 29	19,598 95
Middletown and Hummelstown,	31,555 95	324 35	11,453 83	10,183 59	98,472 24
Monongahela Connecting,	1,264 18	894 17	11,453 83	2,779 74	3,955 48
Monongahela River and Streets Run,	11,690 17	2,255 42	9,833 68	2,337 95	25,004 46
Montour,	7,589 97	1,754 04	7,035 65	22,057 02	22,057 02
Montrose,	6,653 51	3,960 18	11,323 91	1,803 26	16,614 76
Mount Jewett, Kinzua and Rittersville,	5,521 00	3,556 59	4,987 29	730 92	22,608 35
Mount Jewett and Smethport,	1,149 55	1,417 47	10,203 18	3,061 84	7,224 35
Mount Penn Gravitry,	1,829 38	1,417 47	10,203 18	15,511 87	15,511 87
Mount Pleasant and Broadford, *	15,421 79	15,955 68	67,108 39	20,504 92	212 12
Mount Pleasant and Broadford, *	15,421 79	15,955 68	67,108 39	20,504 92	212 12
Never sink Mountain,	3,226 02	4,420 77	7,292 95	105,033 85	105,033 85
New Castle and Beaver Valley †	2,986,954 74	3,475,401 40	9,708 56	10,271 88	19,186 81
New Castle and Butler,	764,167 47	640,204 08	12,294,861 53	2,230 86	20,271,695 57
Newport and Sherman's Valley,	3,749 39	136,078 57	498,345 78	1,584,497 90	5,236,118 38
New York, Lake Erie and Western,	91,468 95	1,206,328 11	2,764,114 31	256 44	7,258 20
New York, Chicago and St. Louis,	830,823 77	1,809 07	64,457 85	262,268 28	865,949 22
New York and North Pennsylvania,	21,013 70	1,809 07	14,820 94	3,306 09	5,063,534 47
New York, Susquehanna and Western,	8,167 95	4,885 98	6,848 80	149 88	86,018 00
Northern Central,	1,285 00	29 00	5,140 08	950 00	28,904 65
Northern East Pennsylvania,	1,285 00	29 00	5,140 08	950 00	11,884 66
Ohio and Baltimore Short Line, *	1,285 00	29 00	5,140 08	950 00	7,355 05
Ohio Connecting, †	1,285 00	29 00	5,140 08	950 00	7,355 05
Oregon and Texas,	1,285 00	29 00	5,140 08	950 00	7,355 05

* See foot note * Table F.

† Deficit from operating, \$5,945.16.

‡ See foot note † Table F.

§ Deficit from operating, \$5,138.34.

|| Includes \$246,771.10 expenses, gravity road.

* Deficit from operating, \$15,454.32.

** See foot note (*) Table A.

TABLE K—EXPENSES DURING THE YEAR—CONTINUED.

NAME OF COMPANY.	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expenses.	Total operating expenses.
Pennsylvania.	\$9,234,563 90	\$10,642,402 63	\$26,576,914 72	\$3,241,132 26	\$49,635,073 51
Pennsylvania, Poughkeepsie and Boston.	10,622 09	26,896 73	122,887 01	5,964 61	172,370 44
Pennsylvania and North Western.	96,660 52	123,900 91	276,188 79	36,210 98	531,961 20
Penn Gas Coal Company's Railroad.	10,129 15	7,655 78	6,135	61 35	17,846 28
People's.	3,784 56	2,382 56	8,551 21	12,592 78	24,937 76
Pentonon.	58,315 07	17,068 59	179,648 58	11,613 83	249,577 48
Philadelphia and Chester Valley.	18,784 21	10,705 19	24,117 25	1,039 66	52,930 69
Philadelphia, Newtown and New York.	3,897,493 48	4,653,945 83	67,628 12	3,474 41	91,886 74
Philadelphia and Reading.	1,634,064 42	1,197,523 01	14,868,971 42	1,656,410 40	25,076,421 13
Philadelphia and Wilmington.	144,652 46	47,950 98	4,056,661 21	581,630 35	7,479,939 19
Blue Creek.	10,008 18	29,321 86	351,669 15	36,865 79	581,138 38
Pittsburg and Castle Shannon.	1,887,652 42	2,794,590 90	92,648 75	8,085 02	110,741 95
Pittsburg, Chartiers and Yonghobery.	373,511 96	356,468 65	52,639 89	3,730 47	111,555 59
Pittsburg, Cincinnati, Chicago and St. Louis.	1,601,137 38	2,033,142 07	6,039,270 60	1,017,184 68	11,738,078 60
Pittsburg, Fort Wayne and Chicago,†	24,286 97	3,077 26	1,208,094 08	138,840 68	2,077,815 38
Pittsburg Junction.	890,351 02	753,935 58	4,768,251 05	674,702 70	9,077,233 20
Pittsburg and Lake Erie.	8,084 22	4,505 01	38,188 77	13,413 29	78,996 29
Pittsburg, Marion and Chicago.	8,392 66	2,424 67	1,335,994 34	191,614 49	3,171,955 43
Pittsburg and Moon Run.	1,370 67	14 16	14,229 66	6,062 14	32,881 03
Pittsburg and Northern.	70,054 00	30,564 81	7,811 72	6,927 10	23,556 45
Pittsburg, Shenango and Lake Erie.	229,182 83	289,766 33	2,634 92	112 22	4,151 97
Pittsburg and Western.	169,865 77	182,158 35	136,137 37	32,735 66	269,512 44
Pittsburg, Youngstown and Ashtabula.†	61,735 22	47,350 31	592,632 60	81,091 88	1,192,674 64
Ponorey and Newark.†	14,989 01	2,202 64	421,363 21	36,346 53	810,824 46
Reading and Columbia.	1,043 27	2,488 08	150,378 50	5,631 49	265,155 52
Reynoldsville and Falls Creek.	9,802 48	2,488 08	52,028 83	17,548 84	84,566 68
Rupert and Bloomsburg.	36 00	169 74	7,015 74	7,76 57	10,338 22
Salisbury.*	8,758 06	385 56	12,804 47	4,777 32	29,867 35
Shade Creek.	25,266 71	1,031 66	1,392 69	127 92	1,725 55
Sharpsville.	3,223 53	4,040 84	14,691 12	1,916 87	23,751 61
Shenango and Valley.	267 62	94 00	34,770 49	85,222 86	169,831 11
Slackwater Connecting.	31,191 85	13,807 78	9,759 27	3,387 80	17,524 23
Slate Run.	3,223 53	4,040 84	7,137 37	276 53	14,678 09
Somerset County.	267 62	94 00	1,117 86	700 00	2,179 58
Somerset and Cambria.*	31,191 85	13,807 78	62,323 58	19,991 90	127,315 11
South Fork,§					
Southern Pennsylvania Railway and Mining Company.¶					

State Line,	5,844 56	744 26	9,222 00	1,606 12	17,416 94
Stewartstown,	5,204 96	541 67	4,834 36	506 32	11,087 31
Stony Creek,	6,919 30		21,123 73	3,864 61	31,307 64
Sugar Run,	3,084 69		4,325 72		9,456 67
Susquehanna and Buffalo,	3,022 60	1,046 26	4,402 10	2,894 72	10,829 08
Tamaqua, Hazleton and Northern,	9,450 67	6,184 53	25,866 71	37 45	41,539 36
Tiadaghton and Fahnastalk,	5,113 93	1,268 19	5,060 65	406 71	11,849 48
Tioga,	30,319 57	18,706 00	105,239 98	8,410 34	162,675 89
Tionesta Valley,	12,672 50	4,502 01	11,304 21	7,572 90	36,053 62
Ursina and North Fork,	452 75		1,212 67	143 47	1,389 17
Warren and Farnsworth,	2,679 54	1,885 89	4,865 39		9,380 82
Waynesburg and Washington,	17,704 72	5,544 95	14,613 56	2,624 24	40,477 47
Western Maryland,	108,094 48	100,279 34	387,678 61	54,938 70	650,951 13
Western New York and Pennsylvania,	609,348 51	319,653 28	1,155,197 47	194,346 71	2,517,125 97
Wheeling, Pittsburg and Baltimore, *	149,486 59	60,662 68	339,503 08	45,116 84	614,769 19
Wilcox and Rocky Run,	249 69	2,555 46		248 64	3,137 08
Williamsport and North Branch,	28,354 07	7,166 97	21,129 69	8,077 74	64,728 47
Wilmington and Northern,	84,702 95	51,857 95	230,500 14	46,845 19	413,906 23
Williams Valley,	1,335 25	257 06	11,202 70	2,693 68	15,548 69
	\$34,713,988 47	\$36,700,967 60	\$102,337,042 14	\$13,685,133 21	\$187,822,856 93

* See foot note * Table F. † See foot note † Table F. ‡ Deficit from operations, \$19,572.20. § Deficit from operating, \$6,223.83. || Deficit from operating, \$7,589.34.

TABLE K—EXPENSES DURING THE YEAR.

NAME OF COMPANY.	Other expenses, including interests, taxes, etc.	Total expenditures for the year.	Surplus on June 30, 1893.	Deficit on June 30, 1893.	Per cent. of operating expenses to earnings.	Expenses per mile of road operated.
Addison and Pennsylvania,	\$24,678 05	\$86,466 25		\$7,321 85	65.00	\$1,570 29
Allegheny and Kinzua,	4,237 65	45,598 35		2,355 71		6,406 53
Allegheny Valley,	1,190,571 75	2,858,191 84		128,901 23		
Allentown,	240 00	240 00	3,311 76			
Cleatfield and Northern,		11,162 04	3,163 67		99.70	
Bald Eagle Valley,	42,046 44	42,046 44				
Baltimore and Harrisburg,	46,094 93	171,283 11	54,383 69			
Baltimore and Philadelphia, *	247,230 23	999,653 15		123,745 01	83.90	12,688 41

*See foot note * Table F.

TABLE K—EXPENSES DURING THE YEAR.—CONTINUED.

NAME OF COMPANY.	Other expenses, including interest, rentals, taxes, etc.	Total expenditures for the year.	Surplus on June 30, 1893.	Deficit on June 30, 1893.	Per cent. of operating expenses to earnings.	Expense per mile of road operated.
Bangor and Portland,	\$24,469 10	\$125,005 18	\$21,214 00	..	67.65	\$2,563 22
Barclay,	5,114 00	29,807 55	21,045 61	..	..	..
Beaver River,	1,324 31	3,659 52	..	\$505 41	..	..
Beaver and Wood,	..	6,343 86	..	1,674 67	..	..
Beard and Bridgeport,	93,199 65	93,199 65	18,245 46	..	..	..
Beech Creek,	337,812 77	948,515 53	181,185 55	..	..	..
Belleville Central,	1,887 81	43,508 20	..	..	..	..
Berlin,	55 37	14,462 08	..	..	121.80	4,006 20
Berlin branch,	3,002 79	8,426 84	..	12,540 02	..	..
Bloomington and Sullivan,	..	38,113 05	..	6,305 97	173.50	..
Bradford, Bordell and Kinzua,	455 60	49,173 79	34,096 18	2,638 51	97.00	774 86
Bradford and Western Pennsylvania,	..	1,753 67	16,322 49	..	55.00	..
Brownstone and Middletown,	..	18,944 95	..	1,147 25	92.50	1,431 20
Buffalo, Rochester and Piusburg,	234 56	2,463,590 05	1,263 87	..	66.73	7,527 99
Bustleton,	851,006 90	6,567 66	26,701 71	..	..	..
Cambria and Clearfield,	622 30	52,430 42	..	6,567 66	..	..
Catawissa,	52,430 42	49,832 32	..	11,463 59	..	..
Central Pennsylvania and Western,	9,566 97	9,045 67	..	26,478 52	62.76	1,475 65
Chambersburg and Gettysburg,	9,045 67	23,281 03	311 14	..	..	..
Charlton,	..	6,547 23	..	3,621 07	98.68	751 00
Chester Creek,	59,965 81	218,019 00	..	402 36	..	654 72
Chester and Delaware River,	12,693 98	53,065 45	..	..	..	..
Chestnut Hill,	807 85	2,000 00	21,373 25	..	164.89	9,468 00
Clarton River,	2,000 00	14,559 15	..	..	..	..
Cleveland and Piusburg,†	1,348 38	2,023,568 90	11,444 69	..	..	1,132 56
Colebrookdale,	667,857 82	36,240 00	..	150,347 74	63.51	10,071 04
Columbia and Port Deposit,	36,240 00	81,388 61	43,845 16	24,038 91	..	..
Connecticut,	81,388 61	69,427 28	..	..	..	..
Cornwall,	69,427 28	72,924 56	53,768 17	..	..	..
Cornwall and Lebanon,	5,497 26	17,784 37	..	..	53.00	5,321 37
Confluence and Oakland,*	52,780 26	30,200 64	68,560 65	..	48.49	4,301 61
Coudersport and Port Allegany,	11,422 76	46,036 00	..	16,561 10	129.00	..
Cresson, Clearfield County and New York Short Route,†	11,700 00	26,481 26	7,031 00	..	45.00	1,559 00
Cumberland Valley,	26,481 26	781,463 37	..	9,524 27	..	..
Cumberland and Hudson Canal Company's Railroad,‡	34,416 37	29,702 71	..	..	76.00	..
Delaware, Lackawanna and Western,	1,093,167 81	13,212,780 33	1,083,965 99	..	99.61	11,388 23
Delaware, Lackawanna and Western,	7,815,007 75	323,008 05	1,050,039 05	..	64.02	27,582 20
Delaware, Susquehanna and Schuylkill,	27,578 71	..	367,230 84	..	27.07	6,856 69

Dillsburg and Mechanicsburg,	6,050 00	21,723 38	55,347 83	458 34	2,537 66
Downingtown and Lancaster,	15,937 99	31,392 31	65,347 83	31,392 31	2,071 63
Dunkirk, Allegany Valley and Pittsburg,	11,536 96	241,488 56	126,457 45	16,554 17	75 00
East Broad Top,	34,061 18	126,457 45	3,201 00	16,554 17	83 11
East Mahanoy,	3,201 00	3,201 00	19,800 00	19,800 00	50 00
East Pennsylvania,	19,800 00	101,095 06	30 59	30 59	73 43
Elmhurst and Williamsport,	101,095 06	8,286 23	5,677 43	5,677 43	64 58
Eupatorium and Rich Valley,	232,738 04	758,342 48	11,533 11	11,533 11	60 00
Erie and Pittsburg, †	210,973 22	696,658 85	107,744 48	249,824 59	52 75
Falls and Wyoming Valley,	18,243 23	438,350 28	2,052 16	2,052 16	101 15
Falls Brook,	5,700 00	5,700 00	599 11	599 11	2,932 64
Falls Creek,	807 11	3,600 00	134,230 71	32,924 91	2,932 64
Fayette County,	32,761 13	403 29	20,136 94	20,136 94	47 85
Ferney Mountain,	14,455 75	41,863 54	4,935 00	4,935 00	51 20
Gettysburg and Harrisburg,	117,215 00	461,585 39	556,230 64	2,435 29	590 34
Greenlick,	1,084 94	17,023 65	1,753 97	1,753 97	59 09
Hamor and York,	46,064 20	46,064 20	27,011 50	27,011 50	12 75
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	13,803 14	13,803 14	6,170 41	6,170 41	88 50
Huntingdon and Broad Top Mountain,	39,741 60	101,580 79	622 29	35,296 55	1,169 29
Hunter's Run and Slate Belt,	42 75	42 75	2,185 45	2,185 45	11,081 15
Ironton,	950 52	19,003 45	445,981 53	445,981 53	2,227 03
Jamestown and Franklin,	36,472 27	45,183 82	2,396 90	2,396 90	11,608 60
Johnsonburg,	723 00	12,977 18	14,655 45	14,655 45	58 08
Junction,	4,468,666 91	16,457 55	20,579,554 17	20,579,554 17	3,325 91
Kensington and Tacony,	26,597 77	108,797 65	2,655,857 29	2,655,857 29	32,413 23
Kinzua Creek and Kane,	2,039,173 84	2,039,173 84	337,240 25	337,240 25	71 91
Kinzua Valley,	4,468,666 91	16,457 55	7,653 87	7,653 87	67 80
Lackawanna and Montrose,	2,039,173 84	2,039,173 84	9,848 72	9,848 72	129 44
Lackawanna, Oxford and Southern,	19,262 20	40,592 13	41,539 22	41,539 22	58 15
Lake Shore and Michigan Southern,	5,720 07	48,942 72	7,353 95	7,353 95	58 08
Lehigh and Lackawanna,	13,057 24	54,317 08	11,826 97	11,826 97	52 42
Lehigh and Susquehanna, †	54,317 08	54,317 08	74 86	74 86	1,033 15
Lehigh Valley,	1,998 19	1,998 19	7,659 55	7,659 55	903 70
Lewistown and Tyrone,	22,063 34	22,063 34	20,598 30	20,598 30	2,939 54
Ligonier Valley,	12,203 61	5 14	3,237 29	3,237 29	129 44
Little Saw Mill Run,	131 19	13,664 56	329 34	329 34	58 15
Little Schuylkill Navigation,	13,664 56	640 75	4,020 96	4,020 96	90 00
Lykens Valley,	36,978 71	118,562 72	6,878 23	6,878 23	84 60
McKeesport and Bessemer,	20,090 48	99 95	1,780 55	1,780 55	85 80
McKeesport Connecting,	8,093 36	33,027 82	29,113 00	29,113 00	67 60
Maconing Valley,	484 07	22,057 02	1,700 53	1,700 53	59 38
Mapleton and Rocky Ridge,	2,574 29	7,929 31	31,647 35	31,647 35	59 38
Mauch Chunk, Summit Hill and Switchback,	2,574 29	7,929 31	31,647 35	31,647 35	59 38
Middletown and Hummelstown,	9,039 60	31,647 35	31,647 35	31,647 35	59 38
Mifflin and Centre County,	13,664 56	640 75	4,020 96	4,020 96	90 00
Mill Creek and Mine Hill,	36,978 71	118,562 72	6,878 23	6,878 23	84 60
Mine Hill and Schuylkill Haven,	20,090 48	99 95	1,780 55	1,780 55	59 38
Monongahela Connecting,	8,093 36	33,027 82	29,113 00	29,113 00	67 60
Monongahela River and Streets' Run,	484 07	22,057 02	1,700 53	1,700 53	59 38
Mont Alto,	2,574 29	7,929 31	31,647 35	31,647 35	59 38
Montour,	9,039 60	31,647 35	31,647 35	31,647 35	59 38
Montrose,	13,664 56	640 75	4,020 96	4,020 96	90 00
Mount Carbon and Port Carbon,	36,978 71	118,562 72	6,878 23	6,878 23	84 60
Mount Carmel and Natalie,	20,090 48	99 95	1,780 55	1,780 55	59 38
Mount Jewett, Kinzua and Ritterville,	8,093 36	33,027 82	29,113 00	29,113 00	67 60

* See foot note * Table F.

† See foot note † Table F.

‡ For six months, viz: January 1, to June 30, 1893.

§ See foot note (§) Table A.

TABLE K.—EXPENSES DURING THE YEAR—CONTINUED.

NAME OF COMPANY.	Other expenses, includ- ing interest, rentals, taxes, etc.	Total expenditures for the year.	Surplus on June 30, 1893.	Deficit on June 30, 1893.	Per cent. of operating expenses to earnings.	Expenses per mile of road operated.
Mount Jewett and Smeethport, . . . . .	..	\$7,224 35	..	\$1,238 00	132.00	..
Mount Penn Gravitv,	84,851 78	20,363 65	..	6,108 68	..	..
Mount Pleasant and Broadford, *	108 20	320 32	..	..	..	..
Nesquebec,	11,750 71	11,750 71	\$15,038 05	..	..	..
Nesquehoning Valley,	8,518 58	8,518 58	..	3,280 71	..	..
Neversink Mountain, . . . . .	..	90,504 92	..	4,736 22	..	..
New Castle and Beaver Valley, †	8,707 23	113,801 08	16,584 40	..	63.53	7,011 61
New Castle and Butler,	145 98	10,417 86	..	4,895 12	..	..
New Castle and Shenango Valley,	15,623 54	15,623 54	..	2,893 30	..	..
Newport and Shermans Valley,	6,250 00	25,436 81	..	..	65.70	673 22
New York, Lake Erie and Western,	10,250,808 38	30,522,508 95	2,738 58	..	65.16	13,584 70
New York, Lackawanna and Western, . . .	108,672 44	108,672 44	756,205 07	..	..	..
New York, Chicago and St. Louis,	1,124,037 25	6,360,155 63	85,052 06	..	79.86	10,039 93
New York and North Pennsylvania, . . .	3,000 00	10,258 20	6,453 74	..	70.00	1,451 64
New York, Pennsylvania and Ohio,	2,115,137 02	2,115,137 02	864 94	..	..	..
New York, Susquehanna and Western, . .	568,103 19	1,464,052 41	94,650 36	..	53.61	5,599 68
Nittany Valley,	8,911 77	1,464,052 41	164,270 81	..	..	..
Northern Central,	1,559,831 81	6,623,365 28	469 11	..	..	..
North East Pennsylvania,	20,784 83	106,803 82	498,307 98	..	68.82	13,581 35
North Pennsylvania,	504,000 00	504,000 00	..	31,357 39	114.01	3,360 11
North and West Branch,	109,307 91	109,307 91	..	..	..	..
Ohio and Baltimore Short Line, *	25,178 55	53,182 60	130,207 88	..	..	..
Ohio Connecting, †	74,612 28	86,496 54	1,793 94	37,846 80	181.00	..
Ontario, Carbondale and Scranton, . . .	78,193 66	78,193 66	23,495 76	..	..	..
Oregon and Texas,	155 93	7,551 01	..	2,848 51	..	..
Pennsylvania,	17,798,068 09	67,493,141 60	1,545,353 00	..	71 30	924 38
Pennsylvania, Company,	1,554,860 45	1,554,860 45	180,278 93	..	..	18,807 08
Pennsylvania and New York Canal and Railroad, .	360,000 00	360,000 00	..	..	..	..
Pennsylvania, Poughkeepsie and Boston, . .	189,141 71	361,512 15	..	168,652 32	84.97	2,255 33
Pennsylvania Schuylkill Valley,	412,537 29	412,537 29	..	..	..	..
Pennsylvania and North Western,	115,675 00	647,636 20	343,928 22	15,793 14	71.00	7,115 59
Penn Gas Coal Company's Railroad, . . . .	..	17,846 28	..	9,414 98	..	..
People's,	2,700 00	15,292 76	..	..	..	..
Perkimen,	107,719 09	337,296 57	11,378 66	..	..	..
Philadelphia and Baltimore Central, . . .	156,387 26	2,145 69	2,145 69	..	69.56	6,482 53
Philadelphia and Chester Valley,	18,402 41	156,387 26	13,935 31	..	..	..
Philadelphia and Erie,	1,204,417 37	1,204,417 37	..	22,885 75	109.25	2,461 99
Philadelphia, Germantown and Chestnut Hill, .	63,877 04	63,877 04	374,503 02	..	..	..
	..	..	32,851 47	..	..	..

Piладельия, Germantown and Norristown,	57, 705 05	57, 705 05	436 90	77 19	4, 396 49
Piладельия, Newtown and New York,	31, 122 03	123, 008 77	4, 000 25	59 93	11, 756 25
Piладельия and Reading,	18, 337 23	43, 413 52 26	862, 753 78		
Piладельия and Reading Terminal,	150, 009 00	150, 000 00			
Piладельия and Trenton,	9, 411 05	8, 969 89 93			
Piладельия, Wilmington and Baltimore,	1, 489 550 74	23, 301 55	228, 994 58	75 91	11, 426 91
Pickering Valley,	23, 601 55	808, 534 04			
Pine Creek,	227, 336 66	17, 284 69	18, 616 73	58 91	7, 759 23
Pittsburg and Castle Shannon,	39, 096 01	151, 221 60		85 70	17, 032 42
Pittsburg, Chartiers and Youngboughen,	4, 210 274 70	15, 948 353 30		64 14	6, 928 91
Pittsburg, Cincinnati, Chicago and St. Louis,	1, 537, 730 22	3, 615, 545 60		72 62	10, 261 64
Pittsburg and Connellsville,	1, 287, 886 97	10, 365, 120 17	531, 689 60		
Pittsburg, Fort Wayne and Chicago,†	136, 204 56	215, 170 85	747, 987 50	70 12	19, 317 78
Pittsburg Junction,	821, 548 35	3, 993, 504 38	86, 525 28	26 20	
Pittsburg and Lake Erie,	24, 885 25	57, 766 28	150, 774 52	69 73	19, 397 97
Pittsburg, Marion and Chicago,	251, 253 01	251, 253 01	17, 527 50	81 70	1, 315 24
Pittsburg, McKeesport and Youngboughen,		25, 556 45			
Pittsburg and Moon Run,	21 09	4, 153 06	1, 168 72		
Pittsburg and Northen,	145, 480 38	412, 992 82	3, 067 20		1, 032 99
Pittsburg, Shenango and Lake Erie,	234, 416 74	234, 416 74		64 65	1, 726 98
Pittsburg, Virginia and Charleston,	642 600 35	1, 833, 174 99			
Pittsburg and Western,	806 309 08	1, 116, 653 54	347, 383 13		5, 331 58
Pittsburg, Youngstown and Ashabula,†	923 80	20, 495 50		55 02	6, 336 10
Pomeroy and Newark,	138, 272 88	408, 428 40	20, 495 50		
Reading and Columbia,	71, 281 62	153, 848 30	57, 585 96	76 67	3, 568 72
Reynoldsville and Falls Creek,	23, 569 60	29, 569 60		47 82	
Ridgeway and Clearfield,	9, 738 60	9, 738 60			
River Front,	67 21	10, 405 43			
Rupert and Bloomsburg,	40, 338 86	70, 206 21			
Salisbury,	51, 000 00	51, 000 00		117 38	6, 164 39
Schuylkill and Lehigh,	242, 038 56	242, 038 56	12, 941 09	52 00	
Schuylkill River East Side,*	641 96	641 96			
Schuylkill Valley Navigation Railroad,	2 53	1, 728 08			
Shade Creek,	110, 000 00	110, 000 00			
Shamokin, Sunbury and Lewisburg,	148, 108 53	148, 108 53			
Shamokin Valley and Portsville,	9, 173 38	9, 173 38			
Sbaron,	6, 282 87	32, 034 48	9, 136 25	113 70	1, 254 34
Sharpsville,	300 00	300 00			
Stiefel and Spring Creek,	1, 528 96	171, 414 07			
Sinemahoning Valley,		17, 524 23			
Slackwater Connecting,	329 93	15, 008 02			
Slate Run,	34, 170 06	2, 179 58			
Somerset County,	506 60	161, 485 17			
Somerset and Cambria,*	100, 848 24	6, 730 43			
South Fork,	43, 932 23	51, 531 57			
Southwest Pennsylvania,	144 59	17, 561 53			
Southern Pennsylvania Railway and Mining Company,	26, 100 00	26, 100 00	6, 730 43		
State Line,†	25, 414 02	11, 087 31	51, 531 57		
State Line and Sullivan,		24, 558 80	3, 864 66		
Stewartstown,		949 81			
Stony Creek,		57, 321 66			
Sugar Run,		2, 208 39	27, 180 32	71 50	3, 097 82
Sunbury, Hazleton and Wilkes-Barre,	161, 253 73	107, 860 95		109 01	1, 182 08
Sunbury and Lewistown,	141, 737 29	53, 754 18		81 00	
Susquehanna and Buffalo,		2, 912 32			
		10, 829 08		78 00	

* See foot note * Table F.

† See foot note † Table F.

TABLE K—EXPENSES DURING THE YEAR—CONTINUED.

NAME OF COMPANY.	Other expenses, includ- ing interest, rentals, taxes, etc.	Total expenditures for the year.	Surplus on June 30, 1893.	Deficit on June 30, 1893.	Per cent. of operating expenses to earnings.	Expenses per mile of road operated.
Susquehanna and Clearfield.	\$14,619 42	\$14,679 42	. . . . .	\$2,341 89	. . . . .	\$4,195 89
Tamaqua, Hazleton and Northern,	149 55	41,688 91	. . . . .	6,623 81	. . . . .	1,550 21
Triadaghton and Pahnastalk. . . . .	. . . . .	11,849 48	. . . . .	. . . . .	. . . . .	2,513 53
Tiooga.	160,913 41	323,589 33	\$3,956 82	. . . . .	47 05	. . . . .
Tionesta Valley.	2,560 46	38,674 08	22,162 51	. . . . .	57 89	. . . . .
Tippecanoe.	221 65	921 65	23,662 69	. . . . .	. . . . .	. . . . .
Turtle Creek Valley.	583 89	583 89	3,048 13	. . . . .	. . . . .	. . . . .
Tyrone and Clearfield.	64,166 66	64,166 66	12,812 75	. . . . .	. . . . .	. . . . .
Ursina and North Fork.	13 33	1,912 50	. . . . .	122 13	. . . . .	. . . . .
Warren and Farnsworth. . . . .	. . . . .	9,380 82	. . . . .	. . . . .	. . . . .	. . . . .
Waynesburg and Washington,	7,848 41	4,716 80	. . . . .	. . . . .	69 21	1,437 42
West Chester.	4,716 80	4,716 80	. . . . .	. . . . .	. . . . .	. . . . .
Western Maryland.	719 05	651,670 19	. . . . .	. . . . .	. . . . .	. . . . .
Western New York and Pennsylvania.	1,432,929 14	3,950,055 11	. . . . .	229,874 22	. . . . .	3,760 77
Western Pennsylvania.	267,928 19	267,928 19	. . . . .	. . . . .	. . . . .	. . . . .
Wheeling, Pittsburg and Baltimore.*	280,104 41	894,873 63	204,170 89	. . . . .	67 72	. . . . .
Wilcox and Rocky Run. . . . .	. . . . .	3,137 08	. . . . .	262,995 02	. . . . .	. . . . .
Wilkes-Barre and Scranton.	25,877 80	25,877 80	612 28	. . . . .	83 57	. . . . .
Williamsport and North Branch.	26,036 17	90,704 61	. . . . .	. . . . .	. . . . .	2,397 35
Wilmington and Northern.	46,441 33	439,347 56	342 50	. . . . .	71 00	4,484 35
Williams Valley.	1,907 60	17,456 23	40,580 27	. . . . .	83 63	1,295 72
			4,303 37	. . . . .	71 00	. . . . .
	\$93,231,258 00	\$281,114,018 32	\$13,617,837 22	\$4,685,206 38	. . . . .	. . . . .

* See foot note * Table F.

TABLE L—ACCIDENTS.

NAME OF COMPANY.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Allegheny Valley,	1	2	5	14	19	18	25	94
Baltimore and Harrisburg,	1	1	1	14	1	3	1	18
Bear Rock,	1	1	1	1	6	3	6	4
Beaver and Ellwood,	1	1	1	1	1	1	1	1
Beech Creek,	1	1	1	1	1	1	1	1
Buffalo, Rochester and Pittsburg,	1	5	2	24	2	4	2	33
Catsaquia and Fogelsville,	1	1	17	184	6	8	23	192
Chartiers,*	1	1	1	1	1	1	1	2
Chester and Delaware River,	1	1	1	31	5	2	5	33
Cleveland and Pittsburg,*	1	1	10	18	1	2	1	18
Cornwall and Lebanon,	1	1	1	71	12	25	22	97
Confluence and Oakland, †	1	1	1	5	1	1	1	5
Cumberland Valley,	2	8	5	1	4	1	4	1
Delaware and Hudson Canal Company's Railroad,	2	1	11	65	23	38	30	103
Delaware, Lackawanna and Western,	1	1	1	23	35	13	46	46
Delaware, Susquehanna and Schuylkill,	1	1	1	25	1	5	1	28
Dunkirk, Allegheny Valley and Pittsburg,	1	2	1	20	1	1	1	23
Emporium and Rich Valley,	1	1	1	1	1	1	1	1
Etrie and Pittsburg,*	1	1	1	28	2	5	3	34
Falls Brook,	1	1	2	20	1	1	3	21
Gettysburg and Harrisburg,	1	1	1	12	1	1	1	14
Huntingdon and Broad Top Mountain,	4	15	2	8	2	2	6	10
Junction,	1	1	3	2	1	1	1	18
Kinzua Creek and Kane,	1	1	1	12	1	1	1	2
Lake Shore and Michigan Southern,	1	1	1	1	1	1	1	13
Lehigh and Lackawanna,	1	1	1	1	1	1	1	1
Lehigh and Susquehanna, †	2	7	15	54	17	32	34	45
Middletown and Hummelstown,	1	1	1	3	1	1	1	1
Monongahela Connecting,	1	1	1	1	1	1	1	1
Monongahela River and Streets Run,	1	1	1	1	1	1	1	1
Mount Pleasant and Broadford,	1	1	1	1	1	1	1	1
New Castle and Beaver Valley,*	1	1	1	1	1	1	1	1
New York, Lake Erie and Western,	1	16	7	16	10	18	17	18
New York, Chicago and St. Louis,	1	1	1	171	2	2	3	205
New York, Susquehanna and Western,	1	3	1	35	2	7	5	37
Northern Central,	1	15	16	12	4	40	24	27
Northeast Pennsylvania,	1	1	1	312	6	1	1	367
Ohio and Baltimore Short Line, †	1	1	1	4	1	1	1	6

* See foot note + Table F.

† See foot note * Table F.

‡ See foot note (*) Table A.

TABLE L.—ACCIDENTS—CONTINUED.

NAME OF COMPANY.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Pennsylvania.	23	404	221	3,432	382	463	626	4,349
Pennsylvania, Pongkeepsie and Boston.	1	1	1	10	5	4	5	10
Pennsylvania and North Western.	5	20	5	20	2	1	7	21
Perkionen.	1	1	1	5	1	1	2	5
Philadelphia and Chester Valley.	1	1	1	1	1	1	1	2
Philadelphia, Newtown and New York.	1	1	1	1	1	1	1	2
Philadelphia and Reading.	12	59	133	1,029	160	184	305	1,272
Philadelphia and Baltimore.	19	94	33	157	52	77	104	328
Pine Creek.	1	1	1	12	3	1	3	13
Pittsburg and Castle Shannon.	1	1	1	1	1	1	1	3
Pittsburg, Chartiers and Yonghiogheny.	3	50	61	1,518	96	236	160	1,824
Pittsburg, Chennuti, Chicago and St. Louis.	1	8	16	285	44	50	61	343
Pittsburg and Connellsville,†.	9	69	38	636	75	141	122	846
Pittsburg, Fort Wayne and Chicago.*	1	1	1	18	2	5	2	23
Pittsburg Junction.	1	1	10	54	33	21	44	76
Pittsburg and Lake Erie.	7	1	7	10	4	3	11	13
Pittsburg, Shenango and Lake Erie.	4	1	4	38	4	4	8	38
Pittsburg and Western.	4	2	2	59	4	10	6	71
Pittsburg, Youngstown and Ashrabula.*	1	1	1	6	4	1	5	7
Reading and Columbia.	1	1	1	1	1	1	1	1
Reynoldsville and Falls Creek.	1	1	1	1	1	1	1	4
Salisbury†	1	1	1	1	1	1	1	3
Slackwater Connecting.	1	1	1	3	1	1	2	7
Slate Run.	1	1	1	6	2	1	3	6
Somerset and Cambria,†	3	6	3	3	3	3	3	3
State Line.†	3	3	3	3	1	1	1	3
Sugar Run.	1	1	1	1	1	1	1	1
Tamaqua, Hazleton and Northern.	1	1	1	1	1	2	1	6
Toga.	1	1	1	14	1	2	1	17
Western Maryland.	1	1	2	1	9	3	11	16
Western New York and Pennsylvania.	12	12	5	159	6	31	11	202
Wheeling, Pittsburg and Baltimore.†	5	20	5	20	1	2	6	22
Williamsport and North Branch.	1	1	1	5	1	1	2	5
Wilmington and Northern.	1	1	1	9	1	3	2	12
	79	779	650	8,848	1,049	1,495	1,828	11,122

* See foot note † Table F.

† See foot note * Table F.

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS.

NAME OF COMPANY.	1888.	1889-90.	1890-91.	1891-92.	1892-93.
Addison and Pennsylvania,	\$694,950 16	\$744,634 40	\$787,237 77	\$799,215 32	\$838,490 56
Allegheny and Kinzua,	32,357,775 00	33,236,659 48	499,609 30	311,210 30	325,453 76
Allegheny Valley,	942 45	33,425,781 99	33,425,781 99	17,788,536 92	17,712,302 52
Allentown,		12,745 37	12,745 37	12,745 37	12,745 37
Allentown Terminal,		453,674 71	510,827 44	527,282 40	539,548 25
Altoona, Clearfield and Northern,			28,000 00	57,615 00	78,642 73
Arnot and Pine Creek,			3,350 74	3,350 74	3,350 74
Bald Eagle Valley,	368,000 00	370,119 67	356,188 25	352,944 47	352,290 60
Baltimore and Cumberland Valley,	72,800 00	72,800 00	72,800 00	72,800 00	72,800 00
Baltimore and Cumberland Valley Extension,	240,481 22	230,000 00	230,000 00	230,000 00	230,000 00
Baltimore and Harrisburg,	690,000 00	761,347 50	774,298 15	787,162 87	749,854 32
Baltimore and Harrisburg Western Extension,		240,000 00	240,000 00	240,000 00	240,000 00
Baltimore and Lehigh,				2,151,719 21	7,073,198 74
Baltimore and Philadelphia,	4,827,500 00	6,586,919 73	6,747,803 40	6,355,453 73	320,000 00
Bangor and Portland,	317,600 00	318,300 00	320,000 00	320,000 00	320,000 00
Barclay railroad,	80,000 00	77,478 00	76,000 00	81,000 00	82,000 00
Beaver and Ellwood,			52,955 73	73,315 64	3,909 03
Bedford and Bridgeport,	7,296,500 00	7,331,500 00	1,700,309 75	1,702,854 68	1,701,131 34
Beech Creek,	5,000,000 00	5,505,380 21	5,502,963 26	5,887,560 34	5,907,071 94
Bellefonte Central,				15,152 67	58,013 27
Berlin,	53,314 24	48,156 65	58,806 91	67,584 88	73,890 85
Berlin Branch,	49,867 26	51,243 58	58,846 73	65,054 01	66,722 84
Bloomsburg and Sullivan,				600,000 00	599,000 00
Bradford, Bordell and Kinzua,				690,404 70	
Bradford, Bordell and Smethport,			711,250 10	17,036 13	
Bradford, Eldred and Cuba,	896,492 39	951,003 62	983,346 64	1,015,467 97	5,099 33
Bradford, Richburg and Cuba,	156,369 50	156,369 50			
Bradford and Western Pennsylvania,					
Brownstone and Middletown,				376 15	5,736 90
Buffalo, Bradford and Pittsburg,	580,000 00	806,606 74	580,000 00	1,397 18	3,608 85
Buffalo, Rochester and Pittsburg,	9,340,082 70	9,146,071 38	9,561,191 18	9,890,481 29	11,546,474 99
Bustleton,			3,811 30	12,332 50	18,900 16
Cambria and Clearfield,	138,000 00	213,015 95	247,962 72	1,129,537 51	1,331,984 15
Cataqua and Fogelsville,		166,284 53	151,274 66	164,284 18	195,658 80
Catawissa,	1,802,350 00	1,617,000 00	1,617,000 00	1,617,000 00	1,617,000 00
Central Pennsylvania and Western,				5,089 72	651,000 00
Chambersburg and Gettysburg,	530,000 00	505,355 00	504,778 75		8,681 64
Chartiers,				505,618 25	505,965 25
Cherry Grove,	185,000 00	196,745 00	197,071 50	196,163 00	10,000 00
Chester and Delaware River,	195,100 99	212,431 84	212,431 84	277,785 56	196,223 00
Chestnut Hill,				277,785 56	320,588 37
Clarion River,				17,330 51	130 50
Cleveland and Pittsburg,	5,150,343 63	6,659,628 63	6,635,409 77	7,487,233 43	18,336 15
Colebrookdale,	654,465 66	866,325 80	889,275 09	912,725 67	8,042,201 93
Columbia and Port Deposit,	2,940,608 00	2,946,140 41	1,801,491 41	1,805,629 73	3,643,662 00
Connecoming,	1,706,360 84	1,920,758 29	1,976,256 06	2,053,047 81	1,801,260 71
Corning, Cowanesque and Antrim,	1,250,000 00	1,250,000 00	1,254,758 69	890,000 00	2,100,198 51

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS—CONTINUED.

	NAME OF COMPANY.	1888.	1889-90.	1890-91.	1891-92.	1892-93.
Cornwall,		\$80,000 00	\$87,000 00	\$62,143 60	\$84,000 00	\$835,822 46
Cornwall and Lebanon,		678,618 58	885,581 71	800,000 00	885,206 96	877,206 96
Confluence and Oakland,			200,000 00	215,136 22	215,136 06	248,979 16
Condersport and Port Alleghey,			75,000 00	75,000 00	75,000 00	75,000 00
Cresson, Clearfield County and New York Short Route,				893,110 66	844,343 45	914,120 20
Cresscent C. necting,					5,009 60	
Cumberland Valley,		270,000 00	493,371 86	373,824 11	398,916 67	306,050 86
Delaware and Hudson Canal Company's Railroad,		15,378,000 00	15,378,000 00	16,017,880 08	17,556,966 25	13,456,436 80
Delaware, Lackawanna and Western,		3,674,000 00	11,737,644 05	12,664,147 54	13,117,543 85	11,041,731 71
Delaware River and Lancaster,		2,002,367 51	2,004,850 68	347,918 18	373,488 62	
Delaware, Susquehanna and Schuylkill,			97,097 51	51,166 70	726,298 08	53,562 23
Dillingburg and Meekinsburg,		100,000 00	109,171 50	110,307 20	116,883 75	113,759 28
Downingtown and Lancaster,		250,000 00	491,553 29	369,569 80	408,947 83	447,809 69
Dunkirk, Allegheny Valley and Pittsburg,		3,461,575 38	3,151,619 93	3,114,436 31	3,165,164 00	3,109,827 34
East Broad Top,		561,985 27	683,846 89	702,051 75	719,208 75	743,486 12
East Mahanoy,			16,927 08	18,590 08	17,820 16	21,562 11
East Pennsylvania,		495,000 00	495,000 00	495,045 89	495,045 89	495,015 89
Easton and Northern,					63,465 93	
Edgewood,		19,532 64	19,562 61			
Elmira and Williamsport,		1,570,000 00	1,570,095 00	1,500,495 00	1,600,495 00	1,600,095 00
Ellwood Connecting,						13,726 66
Emporium and Rich Valley,					16,285 97	12,425 50
Engelside,						789 20
Erie and Pittsburg,		8,306,879 04	3,503,381 81	3,414,857 00	3,409,944 60	3,404,704 87
Erie and Wyoming Valley,		8,725,152 55	3,738,546 05	3,740,576 31	3,659,949 02	3,551,512 69
Falls Brook,						1,737,483 83
Falls Creek,			1,078 65	4,738 54	3,003 61	44 87
Fayetteburg and Harrisburg,		370,710 07	388,330 80	466,600 44	681,528 48	698,426 59
Greenlick,						24 35
Hanover and York,		191,100 00	245,048 37	225,318 02	210,092 50	173,045 00
Harrisburg, Portsmouth, Mount Joy and Lancaster,		700,000 00	700,474 75	738,090 50	758,817 25	757,352 75
Hunters Run and State Belt,					46,009 81	69,350 31
Huntingdon and Broad Top Mountain,					2,960,300 00	3,341,389 29
Ironton,		2,399,395 00	2,280,500 00	2,280,500 00	2,960,300 00	3,341,389 29
Jamestown and Franklin,			5,709 35	10,184 59	6,896 54	7,681 91
Jefferson,		2,024,120 42	2,028,144 94	2,028,977 20	2,024,185 08	1,998,173 11
Johnsonburg,		2,300,000 00	4,476,727 45	3,100,000 00	4,478,531 83	4,480,075 31
Junction,		725,000 00	225,051 08	235,161 84	242,190 74	228,627 47
Kensington and Tacony,			736,747 19	740,372 97	740,075 86	739,054 30
Kinzua Creek and Kane,		59,419 08	46,514 99	99,272 54	96,474 31	13,849 43
Kinzua Hemlock,		2,340 00	6,165 67	5,023 53	8,579 40	14,500 00
Kinzua Valley,						28,196 27
Lackawanna and Montrose,				3,798 97	1,459 48	6,093 11
Lancaster, Oxford and Southern,				17,067 82	7,337 63	8,073 00
Lancaster and Reading Narrow Gauge,		350,000 00	350,000 00			1,576 36
Lake Shore and Michigan Southern,		46,516,000 00	48,736,417 19	48,647,420 67	49,494,377 15	48,680,074 71
Lehigh and Lackawanna,		601,521 94	601,521 94	600,000 00	600,000 00	600,000 00
Lehigh Valley,		25,044,000 00	30,452,233 02	29,875,000 00	37,846,523 75	38,659,762 19

Lewisburg and Tyrone,	330,000 00	299,022 49	295,123 96	294,174 65	295,919 30
Ligonier Valley,	75,000 00	75,000 00	82,481 69	86,323 23	77,895 52
Little Saw Mill Run,	178,500 00	178,500 00	178,500 00	178,500 00	150,500 00
Little Schuylkill Navigation,	55,265 50	58,644 20	50,265 00	56,439 17	19,202 20
Littletown,	44,000 00	612,080 18	419,157 53	526,714 16	49,263 05
Loyalsock,	15,352 03	15,352 03	40,657 02	3,976 62	510,041 25
McKeesport and Belle Vernon,	150,000 00	200,000 00	200,000 00	183,000 00	200,000 00
McKeesport and Bessemer,	215,499 70	280,034 24	265,675 04	244,841 14	249,377 25
McKeesport Connecting,	213,200 00	188 75	1,060 62	43 75	576 25
Mauch Chunk, Summit Hill and Switch Back,	125,000 00	240,114 77	248,902 93	241,372 97	3,275 13
Meadville, Conneaut Lake and Linesville,	200,000 00	224,649 16	254,816 77	262,827 52	259,138 64
Middletown and Hummelstown,	200,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Minim and Centre County,	200,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Mill Creek and Mine Hill,	200,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Mine Hill and Schuylkill Haven,	200,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Monongahela Connecting,	200,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Monongahela River and Streets Run,	200,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Mont Alto,	200,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Montour,	200,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Montrose,	200,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Mount Carbon and Port Carbon,	200,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Mount Carmel and Natalie,	200,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Mount Jewett, Kinzua and Rteville,	200,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Mount Jewett and Smethport,	200,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Mount Penn Gravelly,	200,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Nesquepec,	200,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Nesqueoning Valley,	200,000 00	100,000 00	100,000 00	100,000 00	100,000 00
New Kensington Mountain,	200,000 00	100,000 00	100,000 00	100,000 00	100,000 00
New Castle and Beaver Valley,	200,000 00	100,000 00	100,000 00	100,000 00	100,000 00
New Castle and Shenango Valley,	200,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Newport and Sherman's Valley,	200,000 00	100,000 00	100,000 00	100,000 00	100,000 00
New York, Lake Erie and Western,	200,000 00	100,000 00	100,000 00	100,000 00	100,000 00
New York, Lake Erie and Western Coal,	200,000 00	100,000 00	100,000 00	100,000 00	100,000 00
New York, Chicago and St. Louis,	200,000 00	100,000 00	100,000 00	100,000 00	100,000 00
New York and North Pennsylvania,	200,000 00	100,000 00	100,000 00	100,000 00	100,000 00
New York and North Pennsylvania,	200,000 00	100,000 00	100,000 00	100,000 00	100,000 00
New York, Pennsylvania and Ohio,	200,000 00	100,000 00	100,000 00	100,000 00	100,000 00
New York, Susquehanna and Western,	200,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Nittany Valley,	200,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Northern Central,	200,000 00	100,000 00	100,000 00	100,000 00	100,000 00
North East Pennsylvania,	200,000 00	100,000 00	100,000 00	100,000 00	100,000 00
North Pennsylvania,	200,000 00	100,000 00	100,000 00	100,000 00	100,000 00
North and West Branch,	200,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Ohio and Baltimore Short Line,	200,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Ohio Connecting,	200,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Ontario, Carbondale and Scranton,	200,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Oregon and Texas,	200,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Pennsylvania,	200,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Pennsylvania Company,	200,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Pennsylvania and New York Canal and Railroad,	200,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Pennsylvania and New York Canal and Railroad,	200,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Pennsylvania, Poughkeepsie and Boston,	200,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Pennsylvania Schuylkill Valley,	200,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Pennsylvania and Western,	200,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Pennsylvania and North Western,	200,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Peoples,	200,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Perkmen,	200,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Perry County,	200,000 00	100,000 00	100,000 00	100,000 00	100,000 00

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1888.	1889-90.	1890-91.	1891-92.	1892-93.
Philadelphia and Baltimore Central,	\$2,161,512 50	\$2,109,432 08	\$2,204,933 25	\$2,201,881 00	\$2,200,661 00
Philadelphia Belt Line, . . . . .	..	..	7,440 18	8,462 20	..
Philadelphia and Chester Valley,	322,431 00	380,914 51	380,865 55	400,190 16	418,111 39
Philadelphia and Erie,	19,474,000 00	19,474,000 00	19,674,000 00	19,680,314 00	19,776,357 41
Philadelphia and Frankford, . . . . .	..	..	..	..	439,000 00
Philadelphia, Germantown and Chestnut Hill,	1,247,500 00	1,071,800 00	1,071,800 00	1,309,017 99	1,579,793 83
Philadelphia, Germantown and Norristown, . . . . .	..	..	..	5,185 50	5,589 00
Philadelphia, Harrisburg and Pittsburgh, . . . . .	..	..	1,041,580 45	1,144,542 44	1,144,542 44
Philadelphia, Newtown and New York,	700,000 00	868,416 59	949,480 96	946,079 29	716,705 40
Philadelphia and Reading,	144,436,058 08	150,766,504 51	154,720,767 80	153,800,402 45	180,813,731 66
Philadelphia and Reading Terminal, . . . . .	..	153,241 93	1,213,708 07	397,009 73	2,263,521 80
Philadelphia and Trenton, . . . . .	..	1,600,887 07	1,666,697 05	1,856,177 33	1,971,993 50
Philadelphia, Wilmington and Baltimore, . . . . .	..	5,803,763 46	7,003,657 53	7,435,221 47	7,855,779 26
Pickering Valley,	4,576,666 66	834,150 61	852,990 97	871,655 08	1,190,251 26
Pine Creek,	699,738 15	4,404,690 51	4,013,370 38	4,008,274 60	3,869,482 33
Pittsburg and Castle Shannon,	3,973,839 53	195,742 51	230,362 53	282,138 65	287,537 62
Pittsburg, Chartiers and Youghiogheny,	57,220 87	769,363 43	783,976 37	727,114 92	732,934 92
Pittsburg, Cincinnati and St. Louis,	12,617,000 00	16,811,885 41	..	..	..
Pittsburg and Connellsville, . . . . .	..	..	43,919,409 50	45,770,802 80	48,604,473 97
Pittsburg, Fort Wayne and Chicago,	22,280,735 09	23,395,556 81	23,993,584 86	24,770,800 71	25,482,361 22
Pittsburg Junction,	12,410,000 00	13,103,943 41	13,071,431 91	13,134,676 15	13,128,033 15
Pittsburg and Lake Erie,	1,639,676 71	1,823,806 09	1,880,807 15	2,004,452 58	1,867,327 78
Pittsburg, Marion and Chicago,	3,766,081 01	4,182,396 88	4,366,499 39	4,839,804 80	4,926,900 66
Pittsburg, Meekesport and Youghiogheny, . . . . .	..	..	..	..	925,554 97
Pittsburg and Moon Run,	3,100,000 00	3,163,834 72	3,750,000 00	3,750,000 00	3,750,000 00
Pittsburg and Northern, . . . . .	..	..	..	400,000 00	113,419 00
Pittsburg, Shenango and Lake Erie, . . . . .	..	46,274 53	49,013 38	49,520 06	53,076 17
Pittsburg, Virginia and Charleston,	3,010,000 00	1,750,680 45	..	3,253,892 08	5,030,107 78
Pittsburg and Western,	20,286,803 61	3,611,398 00	3,097,419 64	3,922,606 46	4,101,642 69
Pittsburg, Youngstown and Ashtabula,	4,772,000 00	12,445,037 29	12,573,630 14	14,761,808 23	16,421,910 20
Pomeroy and Newark,	96,285 20	3,372,000 00	3,372,000 00	3,378,916 20	3,380,633 35
Reading and Columbia,	2,199,717 47	126,210 81	149,304 01	181,262 77	201,758 27
Reading, Marietta and Hanover, . . . . .	..	2,880,577 63	2,922,363 65	2,975,802 51	3,036,373 33
Rew City and Eldred, . . . . .	..	82,587 11	82,587 11	82,587 11	82,587 11
Reynoldsville and Falls Creek,	2,087 40	2,087 40	2,118 60	2,118 60	..
Ridgway and Clearfield,	491,000 00	..	491,000 00	178,486 11	209,318 99
River Front,	335,213 52	407,672 62	367,857 50	491,000 80	491,000 00
Rochester, Beaver Falls and Western, . . . . .	..	..	..	380,143 81	587,130 02
Rupert and Bloomsburg, . . . . .	..	..	..	..	24,398 02
Salisbury, . . . . .	..	9,432 24	12,707 11	20,852 99	..
Schenykill and Lehigh,	157,436 55	139,713 60	150,000 00	151,841 00	151,680 00
Schenykill River East Side,	600,000 00	1,031,448 45	1,031,448 45	1,031,448 45	1,031,448 45
Schenykill River West Side,	4,573,231 82	4,547,449 38	4,500,000 00	4,500,000 00	4,500,000 00
Schenykill Valley Navigation Railroad,	2,859 10	1,359 10	1,359 10	1,359 10	..
Sewickley and Jeannette, . . . . .	..	439 80	1,834 92	404 80	409 80
Shade Creek, . . . . .	..	..	..	3,000 00	..
Shamokin, Sunbury and Lewisburg,	1,670,851 68	1,974,607 89	2,000,250 45	2,000,250 45	2,000,250 45

Shamokin Valley and Pottsville,	2,000,000 00	2,073,350 00	2,072,974 00	2,073,375 00	2,073,267 50
Sharon,	582,950 00	164,016 63	164,000 00	164,000 00	164,000 00
Sharpsville,	85,784 33	98,219 56	115,493 27	115,433 77	124,485 64
Sheffield and Spring Creek,				12,000 00	28,950 50
Shenango Valley,				67,787 33	
Sinemahoning Valley,				2,113 23	
Slate Run,	111,838 98	4,171 71		12,006 84	914 75
Somerset County,				6,000 00	11,010 84
Somerset and Cambria,	6,000 00			754,500 00	636,000 00
South Chester,	763,230 18				34,644 81
South Easton and Philipshurg,				7,899 12	85,962 49
South Fork,				93,750 49	
South Mountain,				100,000 00	
South-West Pennsylvania,	100,000 00			100,000 00	
South-Eastern,	901,150 00	1,033,268 16	900,694 83	931,115 64	949,154 61
Southern Pennsylvania,	625,000 00	649,855 03	623,358 35		
Southern Pennsylvania Railway and Mining Company,					
State Line,	5,347 14				749,350 17
State Line and Sullivan,	300,000 00				373,485 72
Stewart,	7,322 59	329,074 69	300,000 00	303,041 11	320,194 33
Stoney Creek,					
Sugar Run,	818,605 30	835,748 23	857,554 53	925,821 08	939,639 32
Sunbury, Hazleton and Wilkes-Barre,					1,085 37
Sunbury and Lewisdown,	2,555,000 00	2,537,611 50	2,537,649 50	2,538,364 30	2,541,765 75
Susquehanna and Buffalo,	500,000 00	500,000 00	500,000 00	500,000 00	604,135 44
Susquehanna and Clearfield,					
Tamaqua, Hazleton and Northern,	334,750 00	340,335 02	355,492 68	368,600 61	377,625 00
Tidaghton and Fannastalk,				33,000 00	39,510 33
Tioga,				21,156 98	13,922 62
Tionesta Valley,	819,942 00	789,842 00	789,500 00	789,842 00	789,842 00
Trenton Cut-off,	92,471 77	79,943 93	60,178 95	40,182 14	38,886 34
Trestown,		467,063 18	1,231,819 76	1,201,285 28	1,201,285 25
Turtle Creek Valley,	103,537 02	137,378 40	141,017 40	141,570 87	141,570 87
Tyrone and Clearfield,	44,333 05	92,087 13	104,120 50	37,653 06	138,919 31
Union,	1,000,000 00	1,032,370 33	1,043,588 16	1,059,065 04	1,104,977 07
Waynesburg and Washington,				18,896 70	
West Chester,	98,900 00	140,026 23	142,258 69	135,308 03	124,999 75
Western Maryland,	75,000 00	103,496 96	103,898 63	103,946 13	103,946 13
Western New York and Pennsylvania,	4,572,033 21	5,457,843 62	5,373,573 49	5,405,308 03	5,354,249 63
Western Pennsylvania,	30,000,275 88	31,592,287 91	32,479,431 30	33,293,775 02	33,658,701 23
Wheeling, Pittsburg and Baltimore,	4,223,000 00	4,292,090 24	4,261,004 47	4,249,065 97	4,477,139 61
Wilcox and Rocky Run,	5,583,379 24	5,500,000 00	5,500,000 00	5,500,000 00	5,500,000 00
Wilkes-Barre and Harvey's Lake,				338,539	
Wilkes-Barre and Scranton,	54,721 55	102,056 64	152,316 08	176,981 78	193,657 59
Wilkes-Barre and Western,	500,000 00	500,000 00	500,000 00	500,000 00	580,038 41
Williamsport and Clearfield,	407,000 00	396,000 00	396,000 00	620,000 00	
Williamsport and North Branch,		230,000 00	230,000 00	230,000 00	
Wilmington and Northern,	390,000 00	408,773 87	398,672 19	403,885 17	685,845 24
Williams Valley,	500,000 00	636,549 02	638,296 36	771,043 88	930,587 77
Wind Gap and Delaware,					109,811 04
York and Peach Bottom,	107,542 17	110,017 72	113,038 70	136,821 68	129,241 66
Youghiogheny, Northern,	333,158 70	245,000 00	245,000 00		
Total,	\$856,074,872 53	\$876,502,589 54	\$1,011,141,299 26	\$1,063,295,617 65	\$1,098,715,586 89

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS.

NAME OF COMPANY.	1888.	1889-90.	1890-91.	1891-92.	1892-93.
Addison and Pennsylvania.	\$1,301,744 33	\$1,317,519 98	\$1,331,051 74	\$1,351,365 71	\$1,433,072 43
Allegheny and Kinzua.	..	..	1,008,545 44	801,187 97	800,642 92
Allegheny Valley.	24,049,540 30	24,049,540 30	24,049,540 30	42,547,601 23	42,736,331 97
Albion.	1,081,652 71	1,085,747 94	1,085,747 94	1,085,747 94	1,085,747 94
Allentown Terminal.	..	825,941 12	939,402 07	976,846 05	979,523 63
Altoona, Clearfield and Northern.	..	..	..	86,895 00	88,089 32
Altoona and Wapasonock.	..	..	55,000 00	..	..
Arnot and Pine Creek.	257,522 01	258,350 74	258,350 74	258,350 74	258,350 74
Bald Eagle Valley.	1,833,770 10	1,833,551 03	1,879,137 78	1,890,016 50	1,986,544 45
Baltimore and Cumberland Valley.	153,432 05	..	..	..	..
Baltimore and Cumberland Valley Extension.	510,481 22	..	..	..	..
Baltimore and Harrisburg.	1,459,892 01	1,452,699 70	1,452,699 70	1,454,102 18	1,456,241 61
Baltimore and Lehigh.	..	..	..	..	..
Baltimore and Philadelphia.	..	9,890,955 83	..	4,785,571 65	..
Bangor and Portland.	438,500 00	455,317 91	9,890,953 83	9,890,953 83	9,890,953 83
Barelay Coal Company's Railroad.	662,600 00	71,529 50	477,989 12	495,998 99	516,986 06
Barclay.	..	..	..	..	..
Beaver and Elwood.	..	..	..	..	..
Bear Roek.	..	..	102,737 74	483,204 14	404,196 81
Bedford and Bridgeport.	1,443,127 00	1,443,127 59	2,300,309 75	2,363,202 13	2,363,202 13
Beech Creek.	..	9,997,253 34	10,000,000 00	10,000,000 00	10,000,000 00
Bellefonte Central.	..	..	..	..	..
Berlin.	..	50,112 10	50,425 09	50,425 09	50,425 09
Berlin Branch.	93,062 45	77,326 19	77,326 19	77,326 19	77,326 19
Bloomsburg and Sullivan.	..	..	..	1,197,650 00	1,197,650 00
Bradford, Bordell and Snethusa.	609,638 38	613,800 73	613,800 32	613,823 56	..
Bradford, Bordell and Snethusa.	100,000 00	103,686 84	117,036 13	117,036 13	..
Bradford, Eldred and Cuba.	1,116,316 41	556,680 01	554,822 57	553,426 50	..
Bradford, Kitchburg and Cuba.	156,369 50	..	..	..	..
Bradford and Western Pennsylvania.	..	..	..	..	..
Brookport and Shawmut.	..	21,195 26	21,195 26	31,283 93	35,768 60
Brownstone and Middletown.	2,866,400 00	3,093,006 74	3,108,258 34	25,000 00	21,195 26
Buffalo, Bradford and Pittsburg.	18,010,337 40	18,742,341 01	19,770,453 46	3,109,943 61	27,550 00
Buffalo, Rochester and Pittsburg.	..	..	100,000 00	20,124,637 68	3,114,316 28
Bustleton.	292,893 31	510,241 05	100,000 00	100,000 00	21,023,884 81
Cambria and Clearfield.	658,355 59	658,355 59	582,721 05	1,864,155 84	100,000 00
Calasauqua and Fogelsville.	..	..	711,778 02	712,069 49	2,527,994 34
Calasauqua.	6,206,688 00	6,206,688 08	6,206,688 08	6,206,688 08	6,206,688 08
Chambersburg and Gettysburg.	..	..	153,066 37	204,240 00	204,240 00
Charlottesville.	1,121,762 17	1,121,762 17	1,121,762 17	1,121,762 17	1,121,762 17
Chester Creek.	467,100 00	467,100 00	467,100 00	457,100 00	457,100 00
Chester and Delaware River.	220,915 21	231,981 84	231,981 84	310,117 53	331,547 69
Chestnut Hill.	..	..	..	..	..
Clarion River.	..	..	..	..	..
Cleveland and Pittsburg.	17,509,418 15	17,851,080 07	50,778 15	112,947 83	120,650 00
Colebrookdale.	672,020 58	672,341 93	17,951,760 61	18,224,746 06	152,865 23
Columbia and Port Deposit.	2,036,181 74	2,047,853 47	672,341 93	672,341 93	18,351,162 47
Connecticut.	2,985,260 84	3,196,780 84	2,403,248 46	2,406,786 78	2,809,621 46
..	..	..	3,232,248 61	3,327,690 36	3,372,266 16

Corning, Cowanesque and Antrim,	3,250,000 00	4,976,137 70	2,062,692 25	867,096 96	867,096 96
Cornwall,	854,030 69	867,011 51	865,096 96	1,575,185 86	1,575,185 86
Cornwall and Lebanon,	1,491,218 33	1,528,416 45	1,554,147 82	231,176 57	231,176 57
Confidence and Oakland,	230,000 00	230,053 13	230,053 13	272,468 00	282,468 00
Coudersport and Port Allegheeny,	243,468 00	263,418 00	1,849,541 36	1,855,507 32	1,859,182 35
Cresson, Clearfield County and New York Short Route, . . . . .	..	..	..	13,126 61	..
Crescent Connecting, . . . . .	..	..	..	2,042,428 72	2,084,603 12
Cumberland Valley,	2,019,416 70	2,042,428 72	2,206,153 14	..	..
Danville and Shamokin,	26,710 00	26,710 00	..	..	..
Danphin and Berks, . . . . .	..	100,000 00	100,000 00	..	..
Delaware and Hudson Canal Company's Railroad,	5,722,928 72	5,779,766 71	5,792,823 20	5,816,106 06	5,816,106 06
Delaware, Lackawanna and Western,	26,659,133 50	27,604,230 96	26,849,763 53	26,347,381 26	26,347,381 26
Delaware River and Lancaster, . . . . .	..	549,596 00	558,174 92	..	..
Delaware, Susquehanna and Schuylkill,	138,596 11	553,321 21	1,131,608 95	1,266,983 30	1,266,983 30
Dillingworth and Mechanicsburg,	203,887 74	212,842 92	215,113 02	215,793 53	215,793 53
Downingtown and Lancaster,	671,388 40	706,751 78	706,969 94	714,439 49	714,439 49
Dunkirk, Allegheeny Valley and Pittsburg,	4,541,256 67	4,541,256 67	4,541,256 67	4,541,256 67	4,541,256 67
East Broad Top,	1,132,682 08	1,132,102 54	1,136,469 09	1,144,357 48	1,144,357 48
East Mahanoy,	407,792 68	497,592 68	..	497,792 68	497,792 68
East Pennsylvania,	1,905,586 01	1,905,586 01	1,905,586 01	1,905,586 01	1,905,586 01
Easton and Northern, . . . . .	..	..	..	263,665 93	..
Edgewood,	21,532 64	21,532 64	2,570,000 00	21,532 64	21,532 64
Elmira and Williamsport,	2,570,000 00	2,570,000 00	..	2,570,000 00	2,570,000 00
Ellwood Connecting, . . . . .	..	..	..	63,443 48	..
Emporium and Rich Valley, . . . . .	..	8,562 32	..	88,015 28	..
Engelside, . . . . .	..	..	..	105,262 65	..
Erie and Pittsburg,	5,076,652 44	5,076,652 44	..	11,700 05	..
Erie and Wyoming Valley,	5,149,879 83	5,450,796 76	5,420,653 20	5,096,005 84	5,096,005 84
Falls Brook, . . . . .	..	..	..	5,536,172 92	5,536,172 92
Falls Creek, . . . . .	..	..	..	4,844,838 46	4,844,838 46
Fayette County,	130,000 00	..	..	29,496 63	29,496 63
Ferncy Mountain, . . . . .	..	31,500 00	..	..	..
Gettysburg and Harrisburg,	567,488 91	576,157 67	1,207,121 28	22,946 39	22,946 39
Grasscy Island,	9,566 72	9,703 70	..	1,221,639 51	1,221,639 51
Greenlick, . . . . .	..	..	..	..	..
Hanover and York, . . . . .	..	371,826 48	..	..	..
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	1,882,550 00	1,881,210 69	371,826 48	9,000 00	9,000 00
Hunter's Run and Slate Belt, . . . . .	..	..	1,881,210 69	52,717 86	52,717 86
Huntingdon and Broad Top Mountain, . . . . .	..	..	..	5,833,679 64	5,833,679 64
Ironton,	5,697,419 17	5,796,670 57	200,000 00	200,000 00	200,000 00
Jamestown and Franklin,	2,631,864 82	2,631,864 82	2,631,864 82	2,639,153 41	2,639,153 41
Jefferson,	6,572,785 35	6,572,785 35	6,574,581 83	6,576,125 34	6,576,125 34
Johnsonburg,	399,278 34	400,781 59	400,953 34	400,953 34	400,953 34
Jones Lake,	20,000 00	..	..	..	..
Junction,	1,018,719 45	1,034,829 40	1,034,829 40	1,034,829 40	1,034,829 40
Kensington and Tacony,	139,419 08	146,514 99	246,189 48	313,564 60	313,564 60
Kettle Creek and Kane,	24,000 00	2,302 04	..	..	..
Kinzua Creek and Kinlock, . . . . .	..	65,589 39	72,564 55	78,701 72	78,701 72
Kinzua Valley, . . . . .	..	..	..	135,403 82	135,403 82
Lackawanna and Montrose, . . . . .	..	13,028 00	..	110,394 78	110,394 78
Lancaster, Oxford and Southern, . . . . .	..	..	..	138,897 13	138,897 13
Lancaster and Reading Narrow Gauge, . . . . .	..	..	134,438 91	..	..
Lake Shore and Michigan Southern, . . . . .	..	..	..	..	..
Lehigh and Lackawanna,	84,000,000 00	84,000,000 00	84,000,000 00	84,000,000 00	84,000,000 00
Lehigh and Susquehanna,	972,021 94	972,021 94	972,021 94	970,500 00	970,500 00
Lehigh Valley,	14,557,599 69	14,931,907 97	15,043,697 42	15,116,113 69	15,116,113 69
Lehigh Valley,	38,676,169 20	38,880,962 39	38,051,001 39	39,173,802 45	39,173,802 45

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1888.	1889-90.	1890-91.	1891-92.	1892-93.
Lewisburg and Tyrone,	\$1,562,113 29	\$1,566,287 94	\$1,566,287 94	\$1,566,287 94	\$1,566,287 94
Ligonier Valley,	243,319 19	254,608 93	245,705 73	276,306 89	279,916 59
Little Saw Mill Run,	351,279 75	351,279 75	354,346 60	347,742 28	340,437 47
Little Schuylkill Navigation,	1,416,187 00	1,416,187 00	1,416,187 00	2,405,943 75	2,405,943 75
Litwiltown,	115,616 00	74,830 00	74,850 00	74,850 00	74,850 00
Loyalsock,	71,623 15	154,197 22	213,588 91	301,227 61	349,263 05
Lukens Valley,	587,767 24	595,567 24	595,767 14	595,767 24	595,767 24
McKeesport and Belle Vernon,	642,469 77	1,300,000 00	1,300,000 00	1,300,000 00	1,300,000 00
McKeesport and Bessemer,	2,183 54	17,502 03	441,207 54	538,462 90	578,910 18
McKeesport Connecting,	30,000 00	30,000 00	45,602 90	52,431 62	46,931 62
Mahoning Valley,	30,000 00	30,000 00	153,179 96	183,742 58	281,421 91
Martin's Creek,	30,000 00	30,000 00	30,000 00	30,000 00	30,000 00
Mauch Chunk, Summit Hill and Switchback,	30,000 00	30,000 00	30,000 00	30,000 00	30,000 00
Meadville, Conneaut Lake and Linesville,	30,000 00	30,000 00	30,000 00	30,000 00	30,000 00
Middletown and Hummelstown,	30,000 00	30,000 00	30,000 00	30,000 00	30,000 00
Mifflin and Centre County,	30,000 00	30,000 00	30,000 00	30,000 00	30,000 00
Mill Creek and Mine Hill,	365,939 39	365,939 39	365,939 39	365,939 39	365,939 39
Mine Hill and Schuylkill Haven,	323,045 00	323,045 00	323,045 00	323,045 00	323,045 00
Monongahela,	560,323 00	682,028 38	706,023 19	4,165,572 49	4,165,572 49
Monongahela River and Streets Run,	335,000 00	235,000 00	235,000 00	225,000 00	225,000 00
Montour,	374,049 31	373,969 31	373,969 31	373,969 31	373,969 31
Montrose,	282,815 45	282,815 45	282,815 45	282,815 45	282,815 45
Mount Carbon and Port Carbon,	374,049 31	373,969 31	373,969 31	373,969 31	373,969 31
Mount Carmel and Natalie,	282,815 45	282,815 45	282,815 45	282,815 45	282,815 45
Mount Jewett, Kinzua and Ritzville,	374,049 31	373,969 31	373,969 31	373,969 31	373,969 31
Mount Jewett and Smethport,	374,049 31	373,969 31	373,969 31	373,969 31	373,969 31
Mount Penn Gravel,	374,049 31	373,969 31	373,969 31	373,969 31	373,969 31
Mount Pleasant and Broadford,	374,049 31	373,969 31	373,969 31	373,969 31	373,969 31
Mount Pleasant and Laurobe,	374,049 31	373,969 31	373,969 31	373,969 31	373,969 31
Nesquehoning Valley,	374,049 31	373,969 31	373,969 31	373,969 31	373,969 31
Neversink Mountain,	374,049 31	373,969 31	373,969 31	373,969 31	373,969 31
New Castle and Beaver Valley,	374,049 31	373,969 31	373,969 31	373,969 31	373,969 31
New Castle and Shenango Valley,	374,049 31	373,969 31	373,969 31	373,969 31	373,969 31
Newport and Shafman's Valley,	374,049 31	373,969 31	373,969 31	373,969 31	373,969 31
New York, Lake Erie and Western,	374,049 31	373,969 31	373,969 31	373,969 31	373,969 31
New York, Lake Erie and Western Coal,	374,049 31	373,969 31	373,969 31	373,969 31	373,969 31
New York, Chicago and St. Louis,	374,049 31	373,969 31	373,969 31	373,969 31	373,969 31
New York and North Pennsylvania,	374,049 31	373,969 31	373,969 31	373,969 31	373,969 31
New York, Pennsylvania and Ohio,	374,049 31	373,969 31	373,969 31	373,969 31	373,969 31
New York, Ridgway and Pitsburg,	374,049 31	373,969 31	373,969 31	373,969 31	373,969 31
New York, Susquehanna and Western,	374,049 31	373,969 31	373,969 31	373,969 31	373,969 31
Nittany Valley,	374,049 31	373,969 31	373,969 31	373,969 31	373,969 31
Northern Central,	374,049 31	373,969 31	373,969 31	373,969 31	373,969 31
North East Pennsylvania,	374,049 31	373,969 31	373,969 31	373,969 31	373,969 31
North Pennsylvania,	374,049 31	373,969 31	373,969 31	373,969 31	373,969 31
North and West Branch,	374,049 31	373,969 31	373,969 31	373,969 31	373,969 31

Omo and Baltimore Short Line,	1,480,268 79	1,521,613 58	1,532,986 93	1,541,022 92	1,541,821 96
Ohio Connecting,			1,318,759 15	1,343,891 04	1,330,776 54
Ontario, (Arboudale and Seranrou,		2,981,384 76	3,494,355 94	3,547,803 29	3,709,002 62
Oregon and Texas,					47,473 83
Pennsylvania,	68,793,073 34	86,735,287 86	94,003,316 77	99,045,027 25	110,343,302 49
Pennsylvania Company,		5,764,299 57	6,213,644 43	6,910,660 84	7,208,888 03
Pennsylvania and Midland,			25,000 00		
Pennsylvania and New York Canal and Railroad,	8,460,474 10	8,052,325 47	8,089,040 13	8,124,350 65	8,141,700 20
Pennsylvania, Poughkeepsie and Boston,		3,781,627 33	4,357,362 26	4,357,362 26	
Pennsylvania Schuylkill Valley,	13,276,027 62	13,606,966 35	13,831,908 28	14,368,443 60	14,188,024 08
Pennsylvania and Western,			100,000 00	100,000 00	
Pennsylvania and North Western,		3,441,237 46	3,685,152 55	4,085,396 17	4,381,343 66
Penn Gas Coal Company's Railroad,		377,887 24	377,887 24	377,887 24	377,887 24
People's,		121,241 63	121,041 63	125,291 63	125,291 63
Perkinston,	2,088,393 69	2,089,216 28	2,089,216 28	2,089,646 85	2,089,895 38
Perry County,	4,298,799 46	4,379,321 54	4,084,354 14	4,116,639 32	4,068,963 54
Philadelphia and Baltimore Central,			24,338 35	188,302 08	
Philadelphia Belt Line,		1,080,372 65	1,036,372 65	1,086,662 35	1,086,662 35
Philadelphia and Chester Valley,	1,073,613 88	26,186,163 35	2,282,355 61	30,223,350 71	30,386,145 07
Philadelphia and Erie,			3,039,633 70	3,143,841 33	3,143,841 33
Philadelphia and Frankford,			22,184 90		
Philadelphia, Germantown and Chestnut Hill,	2,000,000 00	2,000,000 00	1,900,000 00	1,900,000 00	2,300,000 00
Philadelphia, Germantown and Norristown,		2,282,355 61	2,282,355 61	105,668,006 87	108,739,521 75
Philadelphia, Harrisburg and Pittsburg,			3,039,633 70	3,143,841 33	3,143,841 33
Philadelphia and Lehigh Valley,			22,184 90		
Philadelphia, Newtown and New York,	1,900,000 00	1,900,000 00	1,900,000 00	1,900,000 00	2,300,000 00
Philadelphia and Reading,	96,097,051 38	98,125,807 24	102,018,897 21	105,668,006 87	108,739,521 75
Philadelphia and Trenton,		183,241 93	1,239,473 75	6,122,113 49	8,981,548 30
Philadelphia, Wilmington and Baltimore,	2,731,418 39	3,448,771 75	3,524,595 05	3,713,175 33	3,829,991 52
Pine Creek,	14,147,367 75	14,684,784 71	16,157,349 81	15,414,753 27	15,245,733 89
Pittsburg and Castle Shannon,	431,399 08	481,399 08	481,399 08	481,399 08	481,399 08
Pittsburg, Chartiers and Youghiogheny,	4,637,128 06	4,637,128 06	4,637,379 61	4,637,379 61	4,645,638 08
Pittsburg, Cincinnati and St. Louis,	168,870 00	315,612 38	351,307 96	382,968 40	398,315 00
Pittsburg, Cincinnati, Chicago and St. Louis,	1,163,382 71	1,170,745 82	1,191,475 70	1,173,501 02	1,397,831 19
Pittsburg and Connellsville,	21,350,957 17	21,758,861 61			
Pittsburg and East End,	16,271,042 24	16,512,511 33	84,974,584 95	90,283,270 26	93,161,827 33
Pittsburg, Fort Wayne and Chicago,	19,623 22		16,619,724 61	16,777,368 13	16,932,481 23
Pittsburg Junction,	43,310,456 64	43,664,921 15	44,653,378 37	45,668,763 30	46,147,804 99
Pittsburg and Lake Erie,	3,072,636 17	3,134,000 00	3,195,599 00	3,283,531 04	3,438,106 21
Pittsburg, Marion and Chicago,	7,106,009 92	8,098,987 13	8,928,666 06	9,276,105 06	9,233,605 06
Pittsburg, McKeesport and Youghiogheny,					1,476,325 48
Pittsburg and Moon Run,	6,087,680 18	6,409,650 00	7,703,650 00	7,709,650 00	7,709,650 00
Pittsburg and Northern,			177,995 84	177,995 84	150,000 00
Pittsburg, Shenango and Lake Erie,		3,894,415 30		6,046,982 70	9,336,609 55
Pittsburg, Virginia and Charleston,		5,563,069 94	5,798,780 71	6,104,940 85	6,288,865 90
Pittsburg and Western,		2,123,811 26	2,622,219 74	3,092,187 38	4,065,588 51
Pittsburg, Youngstown and Ashtabula,	6,034,227 89	6,131,304 22	6,676,389 59	6,692,813 86	6,732,429 63
Plymouth,					256,345 13
Point Breeze,					
Pomeroy and Newark,	502,056 25	502,056 25	502,056 25	502,056 25	502,056 25
Reading and Columbia,	2,434,569 12	2,440,588 84	2,442,573 96	2,442,573 96	2,442,573 96
Reading, Marietta and Hanover,		332,587 11	332,587 11	332,587 11	332,587 11
Rew City and Eldred,	113,087 40	113,087 40	113,118 60	113,118 60	113,118 60
Reynoldsville and Falls Creek,					263,049 05
Ridgway and Clearfield,	981,420 22	985,469 80	985,469 80	985,469 80	985,469 80

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1888.	1889-90.	1890-91.	1891-92.	1892-93.
River Front.	\$561,277 72	\$632,496 82	\$592,681 70	\$604,968 01	\$611,951 22
Rochester, Beaver Falls and Western.	..	..	48,125 76	48,125 76	..
Rupert and Bloomsburg.	..	..	55,767 57	58,046 00	..
Salisbury.	..	55,192 82	270,247 94	270,818 18	58,046 00
Schenykill and Lehigh.	258,570 75	266,540 24	1,063,800 32	1,063,800 32	272,678 15
Schenykill River West Side.	1,063,800 32	1,063,800 32	9,000,000 00	9,000,000 00	1,063,800 32
Schenykill River East Side.	9,000,000 00	9,000,000 00	2,859 10	2,859 10	9,000,000 00
Schenykill Valley Navigation Railroad.	..	..	576,840 94	576,840 94	..
Sewickley and Jeannette.	576,840 94	576,840 94	..	..	576,840 94
Shade Creek.	..	..	..	3,000 00	..
Shamokin, Sunbury and Lewisburg.	..	7,630 59	7,630 59	12,605 84	..
Shamokin Valley and Pottsville.	2,670,255 86	2,973,761 62	3,048,261 62	3,048,261 62	44,621 35
Sharon.	2,875,700 00	2,876,150 00	2,876,150 00	2,876,150 00	3,048,261 62
Sharpville.	584,486 18	602,316 63	617,345 20	617,345 20	2,876,000 00
Sheffield and Spring Creek.	448,465 73	450,196 45	450,196 45	450,196 45	617,345 20
Shenango Valley.	..	..	..	58,950 50	430,196 45
Sinemahoning Valley.	111,858 98	127,787 33	127,787 33	127,787 33	38,950 50
Sinemahoning Connecting.	90,000 00	90,000 00	90,000 00	90,000 00	127,787 33
Slate Run.	..	..	..	..	90,000 00
Slatington.	84,917 82	86,442 21	86,442 21	81,000 00	10,000 00
Somerset County.	..	1,729 69	1,733 29	1,733 29	81,000 00
Somerset and Cambria.	74,283 06	74,300 00	74,300 00	74,300 00	74,300 00
South Chester.	1,331,778 74	1,334,917 19	1,335,465 84	1,337,300 45	1,340,305 51
South Easton and Phillipsburg.	..	..	..	18,898 28	134,484 81
South Fork.	..	..	..	82,899 12	..
South Mountain.	..	..	82,899 12	97,374 95	99,840 26
South West Pennsylvania.	390,764 41	390,764 41	390,764 41	..	..
Southern Pennsylvania Railway and Mining Company.	1,913,967 74	2,300,370 01	2,418,411 18	2,438,854 49	2,562,184 77
State Line (Pittsburg).	625,000 00	1,435,000 00	1,425,000 00	1,425,000 00	1,425,000 00
State Line and Sullivan.	146,107 23	158,781 12	158,398 49	232,395 05	645,630 36
Stewart.	..	1,246,351 48	1,246,351 48	1,246,351 48	1,310,151 78
Stewartstown.	7,322 39	7,114 20	7,114 20	7,114 20	7,114 20
Stony Creek.	76,037 65	76,037 65	76,037 65	77,047 65	77,047 65
Sugar Run.	553,202 09	544,104 88	546,363 62	549,319 88	549,319 88
Sunbury, Hazleton and Wilkes-Barre.	3,555,109 96	3,555,109 96	3,555,109 96	3,555,123 71	57,392 55
Sunbury and Lewisport.	..	1,100,000 00	1,100,000 00	1,100,000 00	3,555,163 71
Susquehanna and Buffalo.	..	..	..	130,911 64	1,100,000 00
Susquehanna and Clearfield.	209,690 11	43,250 00	43,250 00	570,912 55	23,443 90
Tamaqua, Hazleton and Northern.	43,250 00	570,912 55	570,912 55	582,869 84	333,295 78
Tiadaughton and Pahnastalk.	..	..	..	49,908 53	63,821 42
Tioga.	..	..	..	1,474,621 93	1,474,683 93
Tionesta Valley.	1,473,846 82	1,474,521 93	1,474,521 93	244,227 68	261,308 87
Tipton.	209,690 11	43,250 00	43,250 00	43,250 00	43,250 00
Trenton Cut-off.	..	..	..	1,301,158 03	1,301,158 03
Trescow.	233,537 02	267,378 40	271,017 40	271,017 40	271,570 87
Trent Run.	..	55,240 00	38,140 00	39,031 63	..
Turtle Creek Valley.	44,333 03	192,987 13	204,520 50	279,006 67	388,919 34
Tyrone and Clearfield.	1,905,272 95	1,959,674 65	2,019,930 25	2,100,560 45	2,183,235 41

Union.	17,093 01	18,998 98	30,000 00	30,000 00
Ursina and North Fork.	169,916 65	171,269 83	171,269 83	173,797 67
Warren and Farnsworth.	253,955 75	253,955 75	253,955 75	259,207 55
Waynesburg and Washington.	281,282 71	281,724 38	281,724 38	281,724 28
West Chester.	5,396,801 80	5,452,236 29	5,452,236 29	5,434,789 06
Western Maryland.	61,500,738 71	62,507,636 87	62,507,636 87	62,981,221 89
Western New York and Pennsylvania.	6,318,613 50	6,288,025 73	6,272,400 73	6,613,140 94
Western Pennsylvania.	7,073,028 80	7,112,313 13	7,131,832 39	7,155,350 06
Wheeling, Pittsburg and Baltimore.	25,000 00	21,625 60	21,625 60	21,625 60
Wilcox.	252,036 64	25,391 46	25,591 46	25,591 46
Wilcox and Rocky Run.	804,822 32	835,340 54	835,340 54	835,340 54
Wilkes-Barre and Harvey's Lake.	862,000 00	862,000 00	862,000 00	862,000 00
Wilkes-Barre and Scranton.	1,150,492 22	1,123,204 33	1,108,940 94	1,134,314 89
Williamsport and Western.	2,268,992 24	163,058 70	176,821 68	2,388,970 38
Wilmington and North Branch.	160,017 72	391,441 38	391,441 38	201,149 11
Wilmington and Northern.	400,000 00	400,000 00	400,000 00	173,241 66
Williams Valley.	137,542 17	591,208 73	591,208 73	591,208 73
Wind Gap and Delaware.	400,000 00	400,000 00	400,000 00	400,000 00
York and Peach Bottom.	1,063,884,710 38	1,412,642,276 48	1,506,242,958 91	1,519,314,808 16
Youghiogheny Northern.				
Totals.				

COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS.

NAME OF COMPANY.	1888.	1889-90.	1890-91.	1891-92.	1892-93.
Addison and Pennsylvania.	1,468,371	51,680	55,060	64,737	72,033
Allegheny Valley.	1,502,988	1,502,988	1,560,011	1,725,985	1,755,890
Altoona, Clearfield and Northern.				30,453	43,843
Altoona and Wapoonock.			1,200		
Baltimore and Cumberland Valley.	42,967	48,545			
Baltimore and Cumberland Valley Extension.	53,233	60,630			
Baltimore and Harrisburg.	109,207	150,933	198,126		
Baltimore and Harrisburg Western Extension.		45,947		214,979	241,112
Baltimore and Lehigh.				292,566	
Baltimore and Philadelphia.	781,697		1,383,969	1,421,110	1,633,955
Bangor and Portland.	31,823	140,740	141,889	168,492	168,612
Barclay Coal Company's Railroad.		28,781			
Beaver and Elwood.			2,679	10,278	33,000
Beech Creek.			183,992	188,992	175,188
Belleville Central.	168,603	163,846	154,023	10,744	32,567
Berlin.	7,603		9,519	10,169	11,250
Berlin Branch.	4,445	8,314	5,419	6,020	5,283
Bradford, Bordell and Kinzua.	63,711	114,726	82,488	62,187	38,437

Mount Jewett and Smethport,	134,586	42,937	81,547	62,522	570
Mount Penn Gravity,		141,186	126,342		73,167
Mount Pleasant and Broadford,			37,852		107,480
Neversink Mountain,	171,092	191,767	61,877		73,678
New Castle and Beaver Valley,			176,805		167,767
Newport and Sherman's Valley,			11,427		38,800
New York, Lake Erie and Western,	8,543,684	11,074,489	11,677,902	11,905,389	12,452,623
New York, Lake Erie and Western Coal,	28,740	43,469	15,665		
New York, Chicago and St. Louis,	478,249	535,768	575,668		
New York and North Pennsylvania,	9,966	5,169			
New York and Pennsylvania and Ohio,	1,578,563	1,836,986	1,877,693		
New York, Susquehanna and Western,	1,085,498	1,226,379	1,356,810		
North Central,	3,040,335	4,322,118	4,568,195		
North East Pennsylvania,	126,320	165,757	188,125		
Pennsylvania,	18,254,582	41,764,226	44,679,680		
Pennsylvania, Poughkeepsie and Boston,		41	48,915		
Pennsylvania and North Western,		24,317	39,496		
Penn Gas Coal Company's Railroad,		125,323	135,893		
Perkomen,	19,583	121,676	137,185		
Perry County,	173,464	163,776	21,917		
Philadelphia and Chester Valley,		10,661	171,202		
Philadelphia and Erie,	35,642	28,947	31,375		
Philadelphia, Germantown and Chestnut Hill,	1,483,761	48,905	54,526		
Philadelphia, Newtown and New York,					
Philadelphia and Reading,	15,375,839	552,771	600,429		
Philadelphia and Trenton,	7,096,033	17,504,375	18,648,316		
Philadelphia and Wilmington and Baltimore,	7,372,202	7,990,048	8,427,845		
Pine Creek,	106,579	114,073	124,573		
Pittsburg and Castle Shannon,	451,968	555,981	645,412		
Pittsburg, Chartiers and Youghiogheny,	98,056	98,629	105,752		
Pittsburg, Cincinnati and St. Louis,	1,721,006	2,022,629			
Pittsburg and Connellsville,					
Pittsburg Fort Wayne and Chicago,	2,182,300	2,444,581	2,441,408		
Pittsburg Junction,	4,042,920	4,588,036	4,840,312		
Pittsburg and Lake Erie,	539,589	1,551,229	1,802,635		
Pittsburg, Marion and Chicago,					
Pittsburg, McKeesport and Youghiogheny,	268,749	74,889	36,397		
Pittsburg and Northern,		180,020	332,024		
Pittsburg, Shenando and Lake Erie,		843,408	915,922		
Pittsburg and Western,	351,901	866,069	915,922		
Pittsburg, Youngstown and Ashtabula,	445,352	407,096	482,679		
Reading and Columbia,		430,687	477,069		
Rupert and Bloomsburg,		39,280	49,186		
Salisbury,	5,815	4,154	3,496		
Schenlykill River East Side,		798,420	935,975		
Shamokin Valley and Pottsville,	281,110				
Sharpsville,		7,452	8,382		
Shenango Valley,		16,077			
Shenandoing Valley,					
Somerses and Cambria,	82,725	13,124	19,803		
South Mountain,	100,668	113,176	117,130		
State Line (Pittsburg),		102,072	86,722		
State Line,		52	39		
Stewartstown,	15,181	14,618	15,196		
Stony Creek,	94,117	86,802	94,562		
Tioga,	184,641	157,119	156,120		

COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS--CONTINUED.

NAME OF COMPANY.	1888.	1889-90.	1890-91.	1891-92.	1892-93.
Tionesta Valley,	134,059	14,081	19,452	15,463	12,476
Warren and Farnsworth,	3,085	4,163	3,818	1,785	1,456
Waynesburg and Washington,	39,424	51,443	51,610	47,723	46,509
Western Maryland,	727,959	874,408	972,348	1,040,145	1,012,785
Western New York and Pennsylvania,	1,205,120	1,332,022	1,522,867	1,689,546	1,711,879
Wheeling, Pittsburg and Baltimore,	309,884	516,444	480,657	457,543	452,938
Wilkes-Barre and Western,	51,168	58,933	24,965	29,575	67,672
Williamsport and North Branch,	328,628	335,227	57,335	57,060	448,571
Wilmington and Northern,	65,985	125,897,059	426,631	444,404	73,615
Williams Valley,					
York and Peach Bottom,					
Total,	99,346,822	125,897,059	138,070,156	140,190,599	132,460,840

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS.

NAME OF COMPANY.	1888.	1889-90.	1890-91.	1891-92.	1892-93.
Addison and Pennsylvania,	94,732	60,001	80,690	78,300	75,614
Allegheny and Kinzua,	3,379,567	4,224,777	188,597	136,119	94,993
Allegheny Valley,	48,938	50,597	4,237,045	4,626,489	5,308,220
Altoona, Clearfield and Northern,	40,371	88,522	121,602	3,093	8,175
Baltimore and Cumberland Valley,	77,052	23,133	190,977	236,293	236,293
Baltimore and Cumberland Valley Extension,	1,267,184	137,860	2,252,593	82,497	2,353,749
Baltimore and Harrisburg,	211,343	161,936	168,650	2,177,600	188,680
Baltimore and Harrisburg Western Extension,					
Baltimore and Lehigh,					
Baltimore and Philadelphia,					
Bangor and Portland,					
Barclay Coal Company's Railroad,					
Bear Rock,					
Beaver and Elwood,					
Beech Creek,					
Rollmonte Central,					
Berlin,					
	1,877,107	2,077,399	2,422,687	2,806,154	3,101,322
	34,120	48,554	17,555	27,246	25,650

Berlin Branch.	7,527	7,371	9,051	7,902	9,747
Bradford, Bordell and Kinzua.	73,451	83,686	78,443	74,470	66,040
Bradford, Eldred and Cuba.	13,280	26,468	16,282	9,623	16,878
Bradford and Western Pennsylvania.				14,297	38,637
Brownstone and Middletown.				2,844,465	3,227,538
Buffalo, Rochester and Pittsburg.	1,705,447	1,758,980	2,890,878	314,378	25,811
Catsauqua and Fogelsville.	334,643	330,923	309,331	326,893	7,990
Central Pennsylvania and Western.					1,237,569
Chambersburg and Gettysburg.					602,927
Charlottesville.					5,060,131
Chesler and Delaware River.	530,331	634,497	848,231	905,311	897,443
Clarion River.				356,032	890,642
Cleveland and Pittsburg.					35,001
Corning, Cowanesque and Antrim.	3,670,874	4,552,159	4,583,237	4,971,769	3,760,604
Cornwall.	2,659,817	2,325,161	3,092,737	3,760,604	897,443
Cornwall and Lebanon.	367,364	1,058,548	906,359	794,257	890,642
Coudersport and Oadland.	766,949	822,533	785,301	745,841	35,001
Coudersport and Port Allegheeny.		11,960	27,562	25,333	134,505
Cresson, Clearfield County and New York Short Route.	59,820	71,372	117,285	136,347	
Crescent Connecting.	120,917		334,549	307,304	
Cumberland Valley.				13,225	
Delaware and Hudson Canal Company's Railroad.	789,080	1,068,800	1,077,340	886,604	1,053,388
Delaware, Lackawanna and Western.	7,208,245	5,526,358	2,642,671	2,791,499	2,971,276
Delaware River and Lancaster.	10,109,344	9,288,267	10,403,236	10,870,475	11,937,381
Delaware, Susquehanna and Schuylkill.		8,258		16,141	
Dallburg and Mechanicsburg.			1,156,733	1,537,423	1,870,753
Dunkirk, Allegheny Valley and Pittsburg.	83,951	269,334			
East Broad Top.	177,214	206,481	214,255	256,500	286,336
Elmira and Williamsport.	235,660	297,902	270,171	254,943	322,861
Elmira and Pittsburg.					
Erie and Wyoming Valley.	2,623,708				
Falls Brook.	1,313,605	1,751,459	1,549,540	1,694,781	1,658,232
Falls Creek.	2,025,568	1,854,536	2,224,594	2,281,211	2,637,280
Ferney Mountain.		79,958			3,284,040
Gettysburg and Harrisburg.			127,943	136,974	160,947
Greenlick.	28,334	28,995		12,000	12,000
Hunter's Run and Slate Belt.			34,310	155,923	171,057
Huntingdon and Broad Top Mountain.					1,081
Ironton.	1,466,022	2,006,675	2,619,406	2,635,755	15,376
Kinzua Creek and Kane.	159,448	144,298	165,208	178,800	2,592,004
Kinzua Valley.		48,312	52,271	58,249	155,525
Lackawanna and Montrose.		21,000			76,987
Lancaster, Oxford and Southern.					37,768
Lake Shore and Lackawanna.	9,069,857	10,075,241	11,259,311	12,418	17,469
Lehigh and Lackawanna.	70,729	100,018	78,898	13,332,519	11,478
Lehigh and Susquehanna.	8,923,383	9,547,272	7,890,123	232,988	14,348,773
Ligonier Valley.	12,181,336	13,550,167	14,394,953	10,301,574	496,719
Little Sav Mill Run.	71,025	107,354	111,180	7,104,626	10,324,311
Lykens Valley.	223,028	299,042	260,488	131,124	135,597
Lykens Valley.	650,670			263,887	320,229
Mapleton Valley.			10,849	150,401	232,996
Mapleton and Kocky Ridge.				6,000	
Mauch Chunk, Summit Hill and Switchback.					
Meadville, Conneaut Lake and Lhessville.	38,079	36,495	24,529		14
Middletown and Hummelstown.			21,532	53,116	47,725
Monongahela River and Streets Run.				7,555	86,482
Mont Alto.	33,060	31,912	45,621	43,300	44,752

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS.—CONTINUED.

NAME OF COMPANY.	1888.	1889-90.	1890-91.	1891-92.	1892-93.
Montour,	208,898	182,151	251,873	187,350	186,148
Montrose,	13,620	14,901	14,174	11,486	10,841
Mount Jewett, Kinzua and Rittville, . . . . .	..	..	..	..	107,487
Mount Jewett and Smethport, . . . . .	..	..	..	..	15,733
Mount Pleasant and Broadford, . . . . .	..	..	..	..	278,625
Nesquehoning Valley,	395,089	509,489	374,406	..	..
Neversink Mountain,	2,637,705	..	..	..	..
New Castle and Beaver Valley, . . . . .	..	..	..	..	..
New Castle and Butler,	2,749,632	3,698,493	..	3,800	..
Newport and Sherman's Valley, . . . . .	..	..	2,816,213	1,972,261	2,063,038
New York, Lake Erie and Western, . . . . .	..	..	63,180	69,859	55,227
New York, Lake Erie and Western Coal,	15,174,009	16,269,656	17,339,140	18,614,822	17,309,198
New York, Chicago and St. Louis,	1,569,350	1,641,296	383,812	..	18,125
New York and North Pennsylvania,	2,736,337	3,084,530	3,304,425	3,445,747	3,537,380
New York, Pennsylvania and Ohio,	31,016	24,332	..	34,885	36,103
New York, Susquehanna and Western,	6,138,850	7,656,542	6,965,457	34,840	..
Nittany Valley,	1,068,604	1,189,134	1,324,328	1,446,167	1,509,459
Northern Central,	49,141	126,735	89,491	215,449	..
North East Pennsylvania,	7,489,926	11,899,407	12,066,651	13,162,304	14,293,032
Ohio and Baltimore Short Line,	22,976	31,570	42,424	56,992	64,529
Oregon and Texas,	180,400	177,769	122,738	196,026	211,586
Pennsylvania,	34,569,086	49,312,371	50,015,674	69,195,328	55,358,300
Pennsylvania and New York Canal and Railroad,	3,884,312	..	..	..	..
Pennsylvania, Poughkeepsie and Boston, . . . . .	..	75,859	315,007	330,823	463,605
Penn Gas Coal Company's Railroad, . . . . .	..	1,136,031	1,550,218	1,748,977	1,398,512
Perkion,	148,550	1,095	1,215	1,200	2,000
Perry County,	320,652	524,083	603,254	850,802	888,080
Philadelphia and Chester Valley,	106,527	8,820	10,317	8,192	..
Philadelphia and Erie,	8,488,327	115,923	151,723	159,282	149,609
Philadelphia, Germantown and Chestnut Hill,	78,471	..	..	..	..
Philadelphia, Newtown and New York, . . . . .	..	..	..	..	..
Philadelphia and Reading, . . . . .	..	..	..	..	..
Philadelphia and Trenton, . . . . .	..	..	..	..	..
Philadelphia, Wilmington and Baltimore,	70,834	129,766	111,874	70,284	90,905
Pine Creek,	21,536,335	20,597,939	21,084,490	32,174,989	35,067,515
Pittsburg and Castle Shannon,	8,572,813	..	..	..	..
Pittsburg, Chartiers and Voughthgheny,	3,019,807	3,607,379	3,656,218	4,865,326	5,733,866
Pittsburg, Cincinnati and St. Louis,	3,065,135	3,328,139	4,087,759	4,941,410	4,700,902
Pittsburg, Cincinnati, Chicago and St. Louis,	28,673	24,779	40,446	56,350	55,846
Pittsburg and Connellsville,	456,295	522,402	645,842	713,570	883,885
Pittsburg, Fort Wayne and Chicago,	5,239,796	6,106,076	..	..	..
Pittsburg and Lake Erie, . . . . .	..	..	8,162,914	10,590,386	11,619,604
Pittsburg, Marion and Chicago,	3,861,684	4,956,995	4,917,443	5,632,156	6,084,813
Pittsburg and Moon Run,	6,210,816	7,965,936	7,074,891	8,331,940	8,622,107
Pittsburg, McKeesport and Voughthgheny,	3,496,633	6,148,708	6,077,124	7,561,912	8,692,538
Pittsburg and Moon Run, . . . . .	..	..	..	..	147,842
Pittsburg and Shenango,	2,470,708	..	..	..	..
Pittsburg and Western, . . . . .	..	..	..	..	..
Pittsburg and Lake Erie, . . . . .	..	513,656	2,222,380	569,561	280,991
Pittsburg and Western, . . . . .	..	2,544,768	..	3,026,357	580,329

Pittsburg, Young-town and Ashtabula.	2,817,564	4,050,309	3,330,907	4,471,659	4,405,552
Reading and Columbia.	501,603	485,542	438,130	467,185	408,312
Reynoldsville and Falls Creek.				1,391,183	1,500,391
Ruvert and Bloomsburg.				1,282	23,351
Salisbury.	236,653	291,093	24,405	1,282	
Schenckville River, East Side.		339,133	413,330	432,372	444,300
Shade Creek.		1,807,694	2,066,395	2,062,094	2,393,651
Shamokin Valley and Portsville.			7,000	11,557	17,904
Sharpville.	1,497,198				
Sinemahoning Valley.	298,855	300,916	73,301	183,838	80,454
Slate Run.	143,200	232,511	293,677	253,362	264,871
Somerset County.	36,700	36,690	64,730	60,875	28,712
Somerset and Cambria.	8,705	6,771	5,224	4,993	2,878
South Mountain.	305,897	285,053	335,441	339,845	435,162
Southern Pennsylvania.	84,852	84,820	83,922		
State Line (Pittsburg).	28,934				
Stewartstown.	214,292	309,649	214,088	268,633	224,030
Stony Creek.	14,096	15,667	19,630	21,532	21,830
Sugar Run.	37,995	33,071	37,623	38,736	42,513
Susquehanna and Buffalo.					13,283
Tamaqua, Hazleton and Northern.					98,241
Tiadaughton and Fahnastalk.					817,610
Tioga.					71,465
Tionesta Valley.	851,904	791,906	816,430	846,439	887,058
Trescow.	63,539	67,959	76,265	66,239	77,570
Trenton.	5,498				
Troitt Run.					
Ursina and North Fork.		9,000	18,474	17,510	
Warren and Farnsworth.	7,304				8,209
Waynesburg and Washington.	16,236	10,357	6,896	4,298	8,680
Western Maryland.	14,248		19,005	15,913	16,696
Western New York and Pennsylvania.	298,777	345,319	356,948	712,444	1,146,253
Wheeling, Pittsburg and Baltimore.	3,527,310	4,602,454	4,362,492	4,433,947	4,607,475
Wilkes-Barre and Scranton.	996,087	1,288,932	1,137,074	1,220,507	1,435,681
Wilkes-Barre and Western.	10,846				
Williamsport and North Branch.			18,256	19,772	
Wilmington and Northern.	53,318	72,597	79,460	71,530	83,126
Williams Valley.	677,298	794,338	803,004	803,521	849,350
York and Peach Bottom.					11,372
Totals.	234,218,019	246,550,567	250,477,419	250,480,712	281,681,030

COMPARATIVE STATEMENT OF RAILROAD RECEIPTS FOR FIVE YEARS.

NAME OF COMPANY.	1888.	1889-90.	1890-91.	1891-92.	1892-93.
Addison and Pennsylvania,	\$111,803 72	\$87,968 55	\$104,875 32	\$104,850 79	\$103,338 30
Allegheny and Kinzua,	2,071,040 97	2,481,231 43	31,675 67	55,650 32	42,443 22
Allegheny Valley,	2,642 13	3,340 48	2,563,154 08	2,626,154 08	2,729,290 61
Allentown, . . . . .	..	20,240 00	3,241 16	3,972 07	3,551 76
Allentown Terminal, . . . . .	..	..	40,500 00	40,500 00	..
Altoona, Clearfield and Northern, . . . . .	..	..	..	7,850 42	..
Altoona and Wapenonock, . . . . .	..	..	..	..	..
Bald Eagle Valley, . . . . .	..	..	476 09	..	11,200 96
Baltimore and Cumberland Valley, . . . . .	..	247,184 78	265,062 57	248,618 68	274,934 00
Baltimore and Cumberland Valley Extension,	9,545 03	10,339 40	4,368 00	4,368 00	..
Baltimore and Harrisburg,	28,910 67	30,653 98	32,700 00	32,700 00	..
Baltimore and Harrisburg Western Extension,	70,971 02	83,032 10	152,225 87	136,415 84	227,121 80
Baltimore and Lehigh, . . . . .	..	12,887 33	12,000 00	12,000 00	..
Baltimore and Philadelphia, . . . . .	..	..	..	..	..
Bangor and Portland,	427,715 40	60,556 63	764,717 79	204,870 57	875,908 14
Barelay Railroad,	88,467 72	109,131 19	136,601 68	796,862 43	153,485 18
Beaver and Elwood,	63,853 48	62,239 89	51,372 08	82,275 50	50,853 16
Bear Rock, . . . . .	..	..	1,379 59	2,125 59	4,669 19
Bedford and Bridgeport, . . . . .	..	..	..	..	1,228 80
Beech Creek, . . . . .	..	18,360 28	18,801 84	108,190 46	111,415 09
Belleville Central,	913,533 61	940,698 48	1,101,237 00	1,230,833 96	1,347,201 08
Berlin, . . . . .	..	..	..	9,858 62	30,968 18
Berlin Branch,	7,836 55	9,357 28	6,365 38	7,437 23	7,856 11
Bloomington and Sullivan,	3,569 60	4,205 91	5,165 14	4,967 04	5,738 33
Bradford, Bordell and Kinzua, . . . . .	..	..	..	65,270 91	69,271 23
Bradford, Eldred and Cuba,	77,665 83	124,357 02	90,519 72	63,648 84	65,502 28
Bradford and Western Pennsylvania,	28,056 79	47,810 74	37,977 42	26,902 82	..
Brownstone and Middletown, . . . . .	..	..	..	2,438 46	3,636 42
Buffalo, Rochester, and Pitsburg, . . . . .	..	..	..	8,861 05	20,214 82
Cambria and Clearfield,	1,925,526 56	1,959,146 74	2,450,080 72	2,800,908 30	3,215,291 76
Catsaqua and Fogelsville,	104,613 25	105,212 22	34,120 69	36,108 02	41,056 83
Catawissa, . . . . .	..	..	111,259 15	100,417 78	66,063 80
Central Pennsylvania and Western, . . . . .	..	234,000 00	234,000 00	234,000 00	234,000 00
Chambersburg and Gettysburg, . . . . .	..	..	..	..	..
Chardlers, . . . . .	..	..	..	..	23,532 17
Cherry Grove,	192,236 30	248,880 84	279,158 61	1,476 32	2,926 16
Chester Creek, . . . . .	..	..	..	132,374 90	288,474 73
Chester and Delaware River, . . . . .	..	22,755 00	23,104 98	..	300 00
Chestnut Hill, . . . . .	..	16,478 00	16,478 00	22,549 98	23,793 98
Clarion River, . . . . .	..	..	..	13,431 69	31,692 20
Cleveland and Pitsburg, . . . . .	..	..	..	16,478 00	16,478 00
Colebrookdale, . . . . .	..	..	..	10,168 38	26,383 84
Columbia and Port Deposit,	3,221,151 23	3,423,052 65	3,489,314 86	3,640,429 70	3,600,146 66
Conemaugh and Antrim,	16,380 69	15,863 41	13,290 80	12,789 42	12,211 09
Connetquot, . . . . .	..	102,329 85	172,893 79	203,365 81	185,233 77
Conowingo, . . . . .	..	143,495 64	139,092 00	153,441 00	146,125 28
Cornwall,	681,503 88	682,762 25	728,285 12	815,833 56	..
Cornwall and Lebanon,	115,068 52	135,077 80	120,633 11	124,386 27	126,689 73
Confluence and Oakland,	221,259 03	234,021 79	241,331 76	250,664 76	258,220 72
..	..	10,735 55	20,284 14	14,722 82	17,501 20

Coudersport and Port Allegheny.....	43,129 77	51,731 84	67,155 00	77,360 14	75,067 00
Cresson, Clearfield County and New York Short Route,	70,999 62	.....	124,427 54	110,604 03	16,196 99
Crescent Connecting,.....	.....	.....	.....	1,322 57	.....
Cumberland and Valley,.....	752,711 64	993,112 29	1,062,462 66	924,034 35	953,394 08
Dewar and Hudson Canal Company's Railroad,	3,345,304 49	3,055,226 93	1,385,210 31	1,432,678 73	1,472,127 95
Delaware, Lackawanna and Western,	8,041,961 57	13,001,937 12	14,427,515 21	14,357,515 10	16,096,819 38
Delaware River and Lancaster,	.....	.....	3,916 65	8,670 28	.....
Delaware, Susquehanna and Schuylkill,	.....	.....	.....	.....	1,090,288 00
Delaware and Mechaniesburg,	26,975 32	25,127 36	131,381 53	422,639 23	.....
Dunkirk, Allegheny Valley and Pittsburg,	204,284 27	242,220 19	265,612 78	23,047 25	21,265 04
East Broad Top,.....	121,261 54	128,065 72	122,814 75	114,469 98	306,816 39
East Mahanoy,.....	30,943 00	31,514 50	32,058 00	32,070 50	113,167 30
East Pennsylvania,.....	.....	.....	.....	123,627 00	123,627 00
Elmira and Williamsport,	993,337 33	156,883 63	166,117 04	151,766 58	156,436 65
Emporium and Rich Valley,	.....	.....	.....	.....	13,963 66
Erie and Pittsburg,.....	622,151 33	711,181 76	719,909 85	721,797 36	746,949 57
Erie and Wyoming Valley,	774,426 18	648,719 90	700,256 07	746,679 63	804,403 33
Falls Brook,.....	.....	.....	.....	.....	1,049,404 87
Falls Creek,.....	.....	.....	.....	.....	10,074 98
Fayette County,.....	.....	2,900 89	5,046 71	9,223 25	9,000 00
Fayette County,.....	.....	9,000 00	9,000 00	9,000 00	3,600 00
Ferney Mountain,.....	.....	.....	.....	.....	101,305 80
Gettysburg and Harrisburg,	41,474 23	40,703 67	35,229 72	88,877 14	.....
Greenlick,.....	.....	.....	.....	.....	378 85
Hanover and York,.....	.....	.....	.....	.....	34,592 69
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	.....	.....	.....	.....	129,637 04
Hunter's Run and Slate Belt,	.....	.....	.....	.....	5,593 33
Huntingdon and Broad Top Mountain,	.....	.....	.....	.....	719,544 78
Ironton,.....	516,000 21	642,057 27	706,624 18	684,553 10	30,797 62
Jamestown and Franklin,	167,771 52	44,067 51	41,643 56	43,428 25	73,075 70
Jonesburg,.....	.....	.....	.....	.....	19,973 55
Jones Lake,.....	.....	.....	.....	.....	1,200 00
Junction,.....	.....	.....	.....	.....	204,027 19
Kensington and Tacony,.....	270,724 01	1,200 00	206,804 82	210,800 64	30 00
Kinzua Creek and Kane,	.....	30 00	30 00	.....	29,465 72
Kinzua Hemlock,.....	.....	19,378 30	23,054 44	25,691 76	4,057 55
Kinzua Valley,.....	.....	.....	.....	.....	9,842 47
Lackawanna and Montrose,	.....	3,056 75	359 91	47,056 78	15,374 08
Lancaster, Oxford and Southern,	.....	.....	.....	.....	14,282 10
Lake Shore and Michigan Southern,	18,029,627 36	21,011,704 12	20,963,315 54	23,155,934 77	24,046,875 75
Lehigh and Lackawanna,	61,383 00	70,198 52	82,786 53	92,105 77	94,142 20
Lehigh and Susquehanna,	5,320,853 01	5,277,589 86	5,454,331 81	5,423,599 90	5,805,956 26
Lehigh Valley,.....	12,333,739 29	17,892,613 45	18,242,316 87	12,256,806 45	4,695,508 09
Lewisburg and Tyrone,	.....	9,557 77	27,374 40	13,891 27	26,926 07
Ligonier Valley,.....	30,418 84	39,338 26	45,382 07	54,969 22	60,040 85
Little Saw Mill Run,.....	51,207 47	61,801 89	57,698 07	38,540 11	68,885 87
Little Schuylkill Navigation,	224,588 49	223,403 71	225,061 35	226,253 18	225,053 35
Littleton,.....	20,520 56	2,993 97	.....	888 44	.....
Lykens Valley,.....	136,157 81	62,513 81	62,599 79	62,686 76	62,732 96
McKeesport and Bessemer,	.....	.....	.....	.....	33,602 56
McKeesport Connecting,.....	.....	.....	.....	.....	33,978 00
Mahoning Valley,.....	.....	.....	.....	.....	37,620 72
Mapleton and Rocky Ridge,	.....	.....	.....	.....	80 00
Mauch Chunk, Summit Hill and Switch-Back,	.....	.....	.....	.....	23,926 17
Meadville, Conneaut Lake and Linesville,	36,726 52	34,823 06	30,517 75	6,240 00	8,000 00
Middletown and Hummelstown,	.....	.....	.....	.....	15,140 75
Minin and Centre County,	.....	22,854 62	28,582 70	34,527 87	34,262 86
Mill Creek and Mine Hill,.....	.....	33,000 00	33,000 00	33,000 00	33,000 00

COMPARATIVE STATEMENT OF RAILROAD RECEIPTS FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1888.	1889-90.	1890-91.	1891-92.	1892-93.
Mine Hill and Schuylkill Haven,	861,165 14	\$326,552 00	\$332,634 00	\$338,816 00	\$356,981 00
Monongahela Connecting,		121,400 99	105,868 33	152,167 77	163,325 51
Monongahela River and Streets Run,				714 00	4,354 77
Mont Alto,	21,420 22	23,755 42	28,599 83	27,906 40	29,547 80
Montrose,	25,439 55	32,434 82	36,980 08	41,753 94	46,077 9
Mount Carbon and Port Carbon,	26,374 69	26,276 12	24,791 17	20,631 06	19,367 60
Mount Carmel and Nantale,		36,250 00	36,250 00	36,250 00	36,250 00
Mount Jewett, Kinzua and Ritterville,				9,442 21	36,042 97
Mount Jewett and Smethport,					63,428 30
Mount Penn Gravity,					5,986 55
Mount Pleasant and Broadford,			11,316 86	25,890 42	14,254 47
Nesquehoning Valley,		9,718 20	19,323 65	16,177 04	15,358 37
Never sink Mountain,	17,799 12	26,489 00	22,445 10	18,415 32	15,358 37
New Castle and Beaver Valley,	69,993 75	76,637 94	1,082 55	1,188 42	8,493 97
New Castle and Butler,			76,123 81	76,441 15	79,448 58
New Castle and Sherman's Valley,	237,537 15	263,079 70	8,381 26	14,892 84	15,768 70
Newport and Sherman's Valley,		5,629 76	234,674 66	158,693 72	172,882 48
New York, Lake Erie and Western,	20,840,022 84	29,657,017 03		16,775 16	5,522 74
New York, Lake Erie and Western Coal,	479,912 74	176,606 29			23,735 15
New York, Lackawanna and Western,	415,500 09		29,788,245 19	32,208,771 30	31,289,979 80
New York, Chicago and St. Louis,	164,429 73	170,609 43	178,510 87		
New York and North Pennsylvania,	4,918,217 41	5,557,080 07	6,029,863 21	181,823 99	138,724 50
New York, Pennsylvania and Ohio,	7,479 46	7,661 27	10,516 93	6,309,617 94	6,565,403 02
Nittany Valley,	6,377,966 91	2,313,553 46	2,208,023 35	11,087 92	11,123 14
Northern Central,	1,445,900 45	1,520,557 38	1,608,465 66	2,322,934 20	2,334,892 88
North East Pennsylvania,	13,935 43	24,295 20	14,301 49	1,664,202 59	1,728,323 22
North Pennsylvania,	3,945,450 85	7,015,317 79	7,006,604 63	8,751 56	9,380 88
North and West Branch,	26,119 59	32,043 77	44,181 44	7,373,493 34	7,798,298 76
Ohio and Baltimore Short Line,		897,617 80	899,735 00	70,916 47	75,446 43
Ohio Connecting,	7,282 65	309,513 36	300,227 21	342,348 68	881,700 00
Ontario, Carbondale and Scranton,		6,804 92	3,642 51	12,217 41	396,576 74
Oregon and Texas,			40,896 39	103,067 50	15,635 80
Pennsylvania,			91,189 87	97,820 65	101,689 42
Pennsylvania Company,	36,698,183 84	71,083,629 36	71,176,830 07	74,213,020 41	4,702 50
Pennsylvania and New York Canal and Railroad,	1,369,739 62	1,242,874 31	2,506,553 13	2,758,210 45	76,011,102 10
Pennsylvania Poughkeepsie and Boston,	2,952,547 62				2,575,139 38
Pennsylvania Schuylkill Valley,		47,151 33	147,989 14	197,984 60	292,859 83
Pennsylvania and North Western,		548,577 21	539,428 91	590,823 57	590,823 57
Penn Gas Coal Company's Railroad,		636,806 76	840,178 05	896,306 12	756,465 51
Peoples,	16,566 76	8,123 07	7,934 20	7,619 51	751,843 06
Perkienon,	13,063 29	19,957 53	19,947 50	22,782 33	8,431 30
Perry County,	200,746 11	246,578 86	269,445 88	314,288 98	26,671 42
Philadelphia and Baltimore Central,		7,365 34	12,364 20	11,312 73	359,412 26
Philadelphia and Chester Valley,	38,199 29	155,210 11	208,370 78	234,416 87	170,322 57
Philadelphia and Erie,		46,569 20	53,313 08	50,337 60	48,447 35
	4,373,042 30	1,880,388 84	1,782,409 02	1,076,902 97	1,746,920 39

Philadelphia, Germantown and Chestnut Hill,	198,564 37	52,767 78	92,810 21	86,298 07	96,728 51
Philadelphia, Germantown and Norristown,	..	278,342 10	283,168 36	278,722 50	304,427 15
Philadelphia, Newtown and New York,	..	109,470 29	113,560 65	110,413 25	118,918 52
Philadelphia and Reading,	20,597,294 16	21,119,186 01	21,781,820 54	33,517,380 66	42,550,898 48
Philadelphia and Reading Terminal,	..	..	..	..	190,000 00
Philadelphia and Trenton,	3,847,439 73	54,175 50	54,175 50	54,175 50	58,821 05
Philadelphia, Wilmington and Baltimore,	6,604,653 32	6,973,176 40	7,002,317 76	7,002,317 76	10,085,245 76
Pekering Valley,	..	..	..	..	4,884 82
Pine Creek,	723,232 80	4,473 24	4,660 64	1,026,114 77	988,002 95
Pittsburg, Chartiers and Youghiogheny,	68,597 82	770,006 40	864,114 77	127,363 61	136,584 72
Pittsburg, Cincinnati and St. Louis,	89,705 05	68,302 64	101,536 61	127,363 61	173,915 85
Pittsburg, Cincinnati, Chicago and St. Louis,	5,388,547 44	101,514 84	136,928 18	145,634 96	..
Pittsburg and Connellysville,	2,363,320 53	6,898,177 83	..	..	17,059,796 62
Pittsburg, Fort Wayne and Chicago,	3,967,498 84	2,817,946 33	11,376 07 87	16,275,238 54	..
Pittsburg Junction,	201,313 14	11,735,780 54	2,670 612 14	2,979,488 86	3,019,775 58
Pittsburg and Lake Erie,	1,756,646 85	219,631 34	11,511,347 12	12,472,271 29	13,507,684 17
Pittsburg, Marion and Chicago,	..	3,687,236 88	3,648,618 13	387,114 18	301,696 13
Pittsburg, Marion and Chicago,	..	..	..	4,313,517 62	4,343,044 40
Pittsburg, McKeesport and Youghiogheny,	1,050,560 23	384,579 00	441,579 00	505,714 44	40,238 78
Pittsburg and Moon Run,	..	..	..	..	488,832 01
Pittsburg and Northern,	3,658 64	4,867 79	2,038 21	1,357 52	24,387 73
Pittsburg, Shenango and Lake Erie,	..	249,250 37	..	377,945 23	1,106 95
Pittsburg, Virginia and Charleston,	..	291,243 22	404,892 85	415,313 97	478,992 01
Pittsburg and Western,	1,280,651 69	1,447,606 03	1,439,872 58	1,488,880 53	373,577 01
Pittsburg, Youngstown and Ashtabula,	1,082,588 70	1,318,775 65	1,000,697 05	1,560,986 13	1,487,781 86
Pomeroy and Newark,	..	..	..	31,018 79	1,487,113 53
Reading and Columbia,	312,769 06	315,322 95	334,725 59	341,419 68	..
Reynoldsville and Falls Creek,	..	..	..	115,226 09	345,842 44
Ridgway and Clearfield,	..	85,847 39	112,607 79	114,916 42	176,819 91
River Front,	..	23,270 00	23,090 00	23,180 00	106,380 69
Rupert and Bloomsburg,	..	6,655 75	7,504 99	7,320 04	23,180 00
Salisbury,	39,021 67	51,035 42	54,847 76	57,494 21	8,807 39
Schuylkill and Lehigh,	..	..	..	57,265 12	57,265 12
Schuylkill River East Side,	..	230,782 44	281,011 40	265,495 15	51,000 00
Schuylkill Valley Navigation Railroad,	..	29,450 00	29,450 00	29,450 00	343,542 77
Shade Creek,	..	..	..	1,155 69	29,450 00
Shamokin, Sunbury and Lewisburg,	..	..	..	110,000 00	1,790 43
Sharon,	409,677 06	194,912 24	194,912 24	208,272 07	110,000 00
Sharpsville,	..	35,523 00	35,523 00	36,426 00	200,481 78
Sheffield and Spring Creek,	34,930 20	26,271 15	23,140 87	32,413 36	36,426 00
Sinemahoning Valley,	..	300 00	300 00	32,413 36	22,898 23
Slackwater Connecting,	39,882 69	114,693 15	115,107 86	157,901 57	300 00
Slate Run,	..	..	..	..	101,731 16
Slate Run,	16,757 75	16,116 38	28,945 83	27,521 78	13,304 50
Somerset County,	10,519 25	..	5,563 35	5,440 52	15,569 32
Somerset and Cambria,	136,528 85	153,461 05	167,535 86	159,377 71	2,360 00
South Mountain,	39,842 64	38,512 21	35,206 13	496,696 72	183,963 49
South-West Pennsylvania,	..	438,718 91	354,662 67	..	..
Southern Pennsylvania,	..	23,435 77	25,286 85	..	335,492 51
State Line (Pittsburg),	13,176 80	17,987 62	12,351 56	15,066 18	13,696 87
State Line (Pittsburg),	..	40,000 00	40,000 00	40,000 00	50,968 80
Stearns Creek,	11,823 17	14,069 61	14,069 61	15,630 34	15,187 12
Stony Creek,	28,736 56	21,322 48	28,923 65	28,297 39	30,141 34
Sugar Run,	..	..	..	..	11,665 06
S Strasburg,	..	1,200 00	1,200 00	..	..
Sunbury, Hazleton and Wilkes-Barre,	..	259,670 69	259,670 69	226,814 05	329,114 68
Sunbury and Lewisstown,	..	238,043 17	238,043 17	191,128 21	245,491 47

COMPARATIVE STATEMENT OF RAILROAD RECEIPTS FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1888.	1889-90.	1890-91.	1891-92.	1892-93.
Susquehanna and Buffalo, . . . . .	..	..	..	..	\$13,741 40
Susquehanna and Clearfield, . . . . .	..	\$1,535 84	..	..	12,337 53
Tamaqua, Hazleton and Northern, . . . . .	..	..	..	\$5,236 89	18,378 35
Tadaghton and Falmastalk, . . . . .	..	..	..	..	35,065 10
Tioga, . . . . .	..	..	..	2,976 21	15,806 30
Tionesta Valley,	\$332,632 27	297,791 06	\$272,617 61	350,040 97	345,751 84
Tipton,	53,074 62	62,230 41	74,619 08	66,339 42	62,276 77
Trout Run, . . . . .	..	2,615 98	4,043 26	4,302 89	5,269 78
Turtle Creek Valley, . . . . .	..	2,700 00	5,512 60	5,232 90	..
Tuscarora Valley, . . . . .	..	..	..	8,207 09	13,386 14
Tyrone and Clearfield, . . . . .	..	112,500 00	112,500 00	..	3,619 11
Ursina and North Fork, . . . . .	..	..	..	112,500 00	114,166 66
Warren and Farnsworth,	9,958 60	11,630 45	8,167 67	1,810 63	1,730 37
Waynesburg and Washington,	50,546 94	55,679 12	60,294 45	4,971 62	10,751 39
West Chester, . . . . .	..	12,598 86	12,412 50	56,941 30	58,482 07
Western Maryland, . . . . .	..	659,848 51	692,331 32	13,104 23	12,966 80
Western New York and Pennsylvania,	537,787 28	3,653,923 10	13,795,067 64	828,281 28	1,013,330 73
Western Pennsylvania,	3,061,565 90	824,499 65	821,555 32	3,875,431 62	3,720,180 89
Wheeling, Pittsburg and Baltimore, . . . . .	..	724,160 07	688,153 03	538,112 04	609,039 08
Wileox and Rokey Run,	530,369 56	..	..	644,703 01	655,336 28
Wilkes-Barre and Harvey's Lake, . . . . .	..	..	..	1,919 35	3,749 36
Wilkes-Barre and Scranton,	19,728 94	..	..	..	..
Wilkes-Barre and Western, . . . . .	..	48,400 00	48,400 00	48,550 00	50,877 80
Williamsport and North Branch,	15,163 85	18,470 00	18,753 81	22,684 59	..
Williamson and Northern,	61,253 05	72,949 14	83,697 02	79,460 39	91,107 14
Williams Valley,	380,832 19	432,459 11	442,627 81	450,897 20	499,927 83
York and Peach Bottom, . . . . .	..	..	10,208 34	..	21,759 66
	\$209,273,409 83	\$270,336,792 61	\$289,908,108 27	\$305,680,351 20	\$317,223,406 57

COMPARATIVE STATEMENT OF RAILROAD EXPENSES FOR FIVE YEARS.

NAME OF COMPANY.	1888.	1889-90.	1890-91.	1891-92.	1892-93.
Addison and Pennsylvania,	\$79,503 91	\$140,075 09	\$112,387 43	\$90,008 53	\$86,466 25
Allegheny and Kinzua,	1,194,256 44	2,558,133 17	89,034 38	71,261 32	45,338 33
Allegheny Valley,	247 10	1,000 00	2,728,126 25	2,782,239 71	2,858,191 84
Allentown,		9,000 00	240 00	398 13	240 00
Allentown Terminal,			18,000 00	18,000 00	
Altoona,			285 05	4,710 25	11,162 04
Altoona and Clearfield and Northern,					
Altoona and Wapenock,			36,884 50	40,687 89	42,046 44
Bald Eagle Valley,		39,946 00	165,713 31	165,713 31	171,283 11
Baltimore and Harrisburg,	76,268 61	161,998 09	130,354 20	273,665 99	
Baltimore and Lehigh,					
Baltimore and Philadelphia,	511,414 64	261,665 96	955,601 46	1,004,312 66	989,653 15
Bangor and Portland,	74,595 53	101,813 52	121,140 60	125,005 18	125,005 18
Barclay Railroad,	46,844 44	51,681 89	30,538 14	70,760 18	29,807 55
Bear Rock,					3,059 52
Beaver and Elwood,					6,343 89
Bedford and Bridgeport,					93,199 63
Beech Creek,	540,549 69	897,133 33	870,780 61	1,017,390 86	948,515 53
Belleville Central,					43,508 20
Berlin,	15,023 38	28,172 72	16,702 65	32,510 06	14,162 08
Berlin Branch,	3,999 15	3,582 61	6,970 84	7,142 68	8,426 84
Bloomsburg and Sullivan,					35,175 05
Bradford, Bordell and Kinzua,	75,622 82	133,794 51	101,303 69	61,204 77	49,179 79
Bradford, Eldred and Cuba,	35,630 83	77,739 14	73,674 54	63,982 46	
Bradford and Western Pennsylvania,					4,783 67
Brownstone and Middletown,					18,344 46
Buffalo, Rochester and Pitsburg,					2,963,590 05
Bustleton,	2,025,667 89			4,977 44	6,567 67
Cambria and Clearfield,					52,450 42
Catawissa and Fogelsville,					49,852 82
Catawissa,	47,543 46	8,809 10	2,811 19	8,626 13	9,045 67
Central Pennsylvania and Western,					23,281 03
Chambersburg and Gettysburg,					5,702 31
Chartiers,					6,547 27
Chester Creek,					218,019 00
Chester and Delaware River,	134,446 72	248,830 84	279,158 61	553,754 41	12,693 98
Chestnut Hill,		11,655 00	12,004 98	21,039 72	53,065 45
Clarion River,		2,000 00	2,000 00	2,000 00	2,000 00
Clelland and Pittsburg,	2,130,803 43			5,408 42	14,939 15
Colebrookdale,	249 00	3,523,776 52	1,326 91	3,589,019 32	2,923,568 90
Columbia and Port Deposit,		36,100 00	36,210 00	36,262 21	56,240 00
Connecting,		205,760 05	42,764 42	79,454 07	81,388 61
Corning,		66,737 64	63,294 40	76,746 06	69,427 28
Corning, Cowanesque and Antrim,			690,037 32	697,896 47	
Cornwall and Lebanon,	674,006 77	121,746 65	89,303 69	172,957 63	72,921 56
Cornwall and Oakland,	131,206 04	115,102 40	204,693 01	176,608 88	174,781 37
Confluence and Oakland,	188,922 75	185,991 60	31,415 47	30,181 22	39,200 64
Coudersport and Port Allegheny,		14,687 71			46,036 00
Cresson, Clearfield County and New York Short Route,	26,640 00	30,776 60	39,806 00	45,759 00	26,481 26
Crescent Connecting,	57,881 73		61,849 58	62,353 69	
				634 08	

COMPARATIVE STATEMENT OF RAILROAD EXPENSES FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1888.	1889-90.	1890-91.	1891-92.	1892-93.
Cumberland Valley,	\$543,374 53	\$728,916 34	\$818,464 70	811,762 32	\$781,463 37
Delaware and Hudson Canal Company's Railway,	2,408,141 41	2,147,489 24	2,677,879 26	2,512,041 97	2,556,093 94
Delaware, Lackawanna and Western,	5,947,394 30	10,840,802 92	12,019,381 71	11,832,945 40	13,212,780 33
Delaware River and Lancaster, . . . . .	..	..	25,469 23	30,960 83	..
Delaware, Susquehanna and Schuylkill, . . . . .	..	56 01	2,727 30	163,081 33	323,008 05
Dillsburg and Mechanicsburg, . . . . .	..	25,022 34	24,479 80	24,850 93	21,723 38
Downingtown and Lancaster, . . . . .	..	13,202 19	15,300 66	16,491 46	31,392 31
Dunkirk,	198,181 33	204,925 95	204,949 91	204,961 01	241,468 96
East Broad Top,	113,017 63	148,607 26	122,869 31	124,445 28	126,497 45
East Mahanoy,	30,943 00	2,191 00	2,193 00	3,176 00	3,201 00
East Pennsylvania, . . . . .	..	..	..	..	..
Elmira and Williamsport,	687,635 76	99,848 47	109,117 04	19,860 00	19,800 00
Emporium and Rich Valley, . . . . .	..	..	..	95,951 63	101,926 05
Erie and Pitsburg,	428,480 31	987,803 88	927,955 60	..	8,286 23
Erie and Wyoming Valley,	473,379 98	584,765 45	662,870 93	920,212 02	738,342 48
Falls Creek, . . . . .	..	..	..	667,590 58	696,658 85
Falls Creek, . . . . .	..	..	..	488,350 00	488,350 00
Fayette County, . . . . .	..	4,318 11	7,547 77	5,050 57	5,500 00
Ferney Mountain, . . . . .	..	829 03	1 50	451 75	807 11
Gettysburg and Harrisburg, . . . . .	..	..	6,300 00	..	3,600 00
Greenlick,	24,931 46	43,790 64	51,696 06	140,186 42	194,250 71
Hanover and York, . . . . .	..	..	..	..	403 20
Harrisburg, Portsmouth, Mt. Joy and Lancaster, . . . . .	..	14,215 05	14,095 54	15,435 26	14,455 75
Hunter's Run and State Belt, . . . . .	..	39,546 68	34,034 77	39,447 73	41,863 54
Huntingdon and Broad Top Mountain, . . . . .	..	..	..	..	7,968 62
Ironton,	264,084 08	452,849 27	478,427 13	426,837 86	461,585 39
Jamestown and Franklin,	19,063 88	21,040 89	32,683 79	27,528 27	17,023 65
Johnsbourg,	119,185 52	51,353 73	..	48,117 92	46,004 20
Junction, . . . . .	..	..	..	13,811 37	13,803 14
Kensington and Tacony,	106,940 93	140,828 01	166,812 73	135,763 25	161,580 79
Kinzua Creek and Kane, . . . . .	..	5 40	190 26	12 00	42 75
Kinzua Valley, . . . . .	..	16,817 63	18,715 87	19,001 93	19,003 43
Lackawanna and Montrose, . . . . .	..	2,230 00	..	10,502 96	45,183 82
Lackawanna and Southern, . . . . .	..	..	603 43	7,630 10	12,977 18
Lancaster, Oxford and Southern, . . . . .	..	..	..	..	16,467 55
Lake Shore and Michigan Southern,	11,310,371 19	17,690,413 12	17,680,668 16	19,302,977 72	20,579,554 17
Lehigh and Lackawanna, . . . . .	..	43,134 60	61,005 86	80,379 00	108,797 65
Lehigh and Susquehanna, . . . . .	..	2,208,006 31	2,414,307 13	4,312,161 05	2,610,078 97
Lehigh Valley,	8,475,593 94	13,995,957 88	16,156,820 03	8,335,537 36	2,039,173 84
Lewisburg and Tyrone, . . . . .	..	15,887 64	13,834 15	18,653 84	19,262 13
Ligonier Valley, . . . . .	..	29,128 11	37,705 02	36,692 32	40,592 20
Little Saw Mill Run,	18,874 37	37,170 82	47,414 39	53,477 47	48,992 72
Little Sebonykill Navigation,	34,405 13	34,379 68	35,413 22	44,117 24	54,317 08
Littletown,	17,448 70	3,155 69	2,090 33	940 00	..
Lykens Valley,	73,657 85	1,446 63	1,726 96	1,910 67	1,998 19
McKeesport and Bessmeret, . . . . .	..	..	..	10,366 00	22,063 34
McKeesport Connecting, . . . . .	..	..	..	4,452 31	26,624 07
Maoning Valley, . . . . .	..	..	..	23,067 57	25,793 75
Mapleton and Rocky Ridge, . . . . .	..	..	..	..	5 14

Mauch Chunk, Summit Hill and Switchback,	33,340 57	30,936 83	28,682 11	16,347 38	16,266 02
Meadville, Conneaut Lake and Linesville,		15,214 62	15,637 81	18,773 75	19,720 12
Middletown and Hummelstown,		708 14	14,023 50		13,654 56
Mifflin and Centre County,		22,344 80	712 21	13,796 21	640 75
Mill Creek and Vine Hill,		64,130 94	21,807 07	22,170 27	36,978 71
Mine Hill and Schuylkill Haven,	22,516 17		63,156 24	98,420 71	118,562 72
Monongahela Connecting,					4,035 43
Monongahela River and Street's Run,					33,027 82
Mont Alto,	19,062 77	29,211 58	37,361 40	39,470 79	33,027 82
Montour,			31,322 63	39,258 28	22,057 02
Montrose,	21,907 26	15,761 76	19,642 56	17,001 20	17,098 83
Mount Carbon and Fort Carbon,		2,387 17	2,331 60	3,524 74	2,574 20
Mount Carmel and Natalie,				6,591 48	7,929 31
Mount Jewett, Kinzua and Rittertville,				24,268 00	31,647 95
Mt. Jewett and Smithport,			11,320 17		7,224 35
Mount Penn Gravelly,	638 36	9,052 41	18,260 09	40,015 48	20,363 65
Nesqueopee,		311 54	133 65	527 16	320 32
Mount Pleasant and Broadford,		10,207 77	11,062 21	11,310 71	11,750 71
Nesqueoning Valley,		6,012 94	5,346 31	5,511 15	8,518 58
Neversink Mountain,			8,730 92	12,855 36	20,504 92
New Castle and Beaver Valley,	124,421 55	243,115 33	230,773 44	170,105 85	113,801 08
New Castle and Butler,			5,518 05	7,637 19	10,417 86
New Castle and Shenango Valley,				23,132 19	15,629 54
Newport and Sherman's Valley,	13,099 372 27	26,053 657 41	25,481 930 57	4,126 37	25,436 81
New York, Lake Erie and Western,	224,268 65	454,702 76	117,611 72	31,190 126 07	30,522 503 95
New York, Lackawanna and Western,	73,423 98	82,963 48	100,018 07		
New York, Chicago and St. Louis,	4,323,136 73	5,237,860 81	5,737,715 01	6,007,028 69	6,360,155 63
New York and North Pennsylvania,	5,024 84	7,151 67	10,947 74	11,077 18	10,528 20
New York, Pennsylvania and Ohio,	4,520,885 00	2,337,902 57	2,032,368 33	2,198,609 06	2,113,157 02
New York, Susquehanna and Western,	1,032,943 69	1,326,446 54	1,408,352 28	1,433,695 08	1,464,052 41
Nittany Valley,	11,860 50	17,516 90	11,071 53	13,367 46	8,911 77
Northern Central,	2,427,630 69	6,289,533 33	6,386,584 37	6,737,928 56	6,623,366 28
North East Pennsylvania,	29,615 42	54,373 33	64,825 95	100,369 52	106,803 82
North Pennsylvania,		522,741 80	522,741 80	504,000 00	504,000 00
North and West Branch,		108,032 55	105,132 42	105,277 04	109,307 91
Ohio and Baltimore Short Line,	19,473 73	84,368 04	45,336 73	80,916 20	53,482 60
Ohio Connecting,			40,896 39	103,069 50	86,496 94
Ontario, Carbondale and Scranton,			78,194 75	78,193 66	78,193 66
Oregon and Texas,					7,551 01
Pennsylvania,	25,973,375 69	62,036,702 04	61,820,338 76	64,528,554 97	67,493,141 60
Pennsylvania Company, New York Canal and Railroad,	325,139 64	1,246,820 87	1,476,291 40	1,580,197 63	1,554,860 45
Pennsylvania and New York Canal and Railroad,	2,108,020 99				530,000 00
Pennsylvania, Poughkeepsie and Boston,		307,645 66	435,912 35	451,305 26	361,512 15
Pennsylvania, Schuylkill Valley,		378,465 80	384,924 74	404,369 51	412,337 23
Pennsylvania and North Western,		605,562 58	707,727 00	748,902 36	647,636 20
Penn Gas Coal Company's Railroad,	22,808 46	17,940 57	18,207 05	17,895 16	17,846 28
People's,	14,933 60	12,062 33	12,337 61	15,214 40	15,232 76
Perry County,	145,325 83	263,446 87	200,551 97	288,807 76	357,296 57
Perkiomen,		5,737 72	11,149 43	9,014 15	
Perry County,		130,502 68	179,573 73	169,655 69	156,387 26
Philadelphia and Baltimore Central,	39,402 51	58,156 98	61,821 92	71,629 46	71,333 10
Philadelphia and Chester Valley,					1,204,417 37
Philadelphia and Erie,	2,733,088 32	1,568,835 83	1,332,668 95	1,261,061 84	64,877 04
Philadelphia, Germantown and Chestnut Hill,	145,745 84	567,394 03	50,459 56	54,124 07	57,705 05
Philadelphia, Germantown and Norristown,	7,582 49	23,917 33	23,917 33	7,309 38	57,705 05
Philadelphia, Newtown and Norristown,	104,637 47	92,624 47	133,509 62	140,855 25	123,008 77
Philadelphia, Newtown and New York,			19,718,304 37	33,133,653 64	43,473,652 26
Philadelphia and Reading,	13,800,781 15	19,344,879 43			

Stewartstown,	7,224 11	7,229 66	8,643 54	9,448 73	11,087 31
Stony Creek,	39,623 77	57,075 82	58,570 61	58,716 48	57,321 66
Sugar Run,					9,456 67
Sunbury, Hazleton and Wilkes-Barre,		156,201 70	152,356 55	151,278 67	161,253 73
Sunbury and Lewisport,		154,613 56	130,360 03	113,540 24	141,737 29
Susquehanna and Buffalo,				3,910 17	10,829 08
Susquehanna and Clearfield,				14,670 20	14,679 42
Tamaqua, Hazleton and Northern,				17,592 73	41,688 91
Tioga,	196,207 07	301,296 09	231,292 08	245,736 54	11,849 48
Tioga and Falmouth,	36,503 61	35,464 58	43,777 13	50,502 83	823,589 33
Tionesta Valley,		7 40		8 00	35,614 03
Tipton,					221 65
Trout Run,		9,690 00	3,975 49	8,675 20	
Turtle Creek Valley,		52,500 00		52,500 00	583 39
Tyrone and Clearfield,				2,013 12	64,166 66
Ursina and North Fork,	9,108 44	9,758 79		5,563 16	1,912 50
Warren and Farnsworth,	40,487 96	53,569 56	51,953 74	47,494 88	9,880 82
Waynesburg and Washington,		4,348 86	4,162 50	4,884 23	48,325 88
West Chester,		797,650 03	785,807 00	902,991 20	4,716 80
Western Maryland,	404,257 65	3,294,881 30	4,135,908 71	4,033,446 15	651,670 19
Western New York and Pennsylvania,	2,324,449 26	3,298,071 32	296,724 75	246,608 84	3,980,065 11
Western Pennsylvania,		700,047 24	885,021 96	1,474,673 27	262,928 19
Wheeling, Pittsburg and Baltimore,	593,367 88				894,873 63
Wilcox and Rocky Run,					3,137 08
Wilkes-Barre and Harvey's Lake,	17,176 68	23,400 00	23,400 00	23,550 00	
Wilkes-Barre and Scranton,		13,685 04	13,717 25	24,469 78	25,877 80
Wilkes-Barre and Western,	11,942 12	72,554 08	69,358 24	69,127 37	
Williamsport and North Branch,	41,777 43	378,860 82	403,808 89	393,408 81	90,764 64
Williamington and Northern,	459,691 29				459,547 36
Williams Valley,		12,250 00	10,208 34		17,456 29
York and Peach Bottom,	41,373 00				
	\$141,385,104 62	\$235,426,693 66	\$245,461,571 32	\$276,748,992 26	\$231,114,048 32

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS.

NAME OF COMPANY.	1888.		1889-90.		1890-91.		1891-92.		1892-93.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Addison and Pennsylvania.	..	3	..	..	..	..	..	..	..	..
Allegheny and Kinzua.	..	..	..	..	..	..	..	..	..	..
Allegheny Valley.	9	8	..	61	1	20	1	3	..	..
Altoona and Wapasonock.	..	..	10	..	23	38	23	77	25	94
Baltimore and Cumberland Valley Extension.	..	..	..	..	..	1	..	..	..	..
Baltimore and Harwitsburg.	..	..	..	8	..	..	..	2	..	..
Baltimore and Lehigh.	..	..	1	..	1	4	..	13	1	18
Bangor and Portland.	8	32	..	..	..	..	..	..	..	..
Barelay Coal Company's Railroad.	..	5	..	1	..	1	..	1	..	..
Bear Rock.	..	..	..	..	..	1	..	..	..	..
Beaver and Elwood.	..	..	..	..	..	..	..	..	..	..
Beech Creek.	7	27	7	22	2	17	..	..	..	4
Bradford, Bordell and Kinzua.	1	3	..	6	..	5	6	19	4	33
Bradford, Eldred and Cuba.	..	2	..	..	..	..	1	2	..	..
Bradford, Richburg and Cuba.	..	..	1	1	..	..	..	..	..	..
Buffalo, Bradford and Pittsburg.	4	36	..	..	..	..	..	..	..	..
Buffalo, Rochester and Pittsburg.	10	79	15	164	29	249	12	327	23	192
Catsaqua and Fogelsville.	..	..	..	..	..	..	..	..	..	..
Chartiers.	2	5	6	6	1	14	8	32	1	2
Chester and Delaware River.	..	..	..	..	..	..	..	..	..	..
Clarion River.	..	..	..	..	..	..	..	..	..	..
Cleveland and Pittsburg.	1	3	..	11	..	5	1	..	..	..
Corning, Cowanesque and Antrim.	5	36	2	32	1	37	2	2	22	97
Cornwall.	..	..	6	..	3	..	5	..	..	..
Cornwall and Lehanon.	..	..	1	2	..	..	..	..	..	..
Confluence and Oakland.	..	..	3	..	1	5	..	3	..	5
Cresson, Clearfield County and New York Short Route.	..	1	..	1	..	..	..	..	..	1
Cumberland Valley.	2	4	..	13	1	2	..	..	..	..
Delaware and Hudson Canal Company's Railroad.	30	67	18	73	4	10	4	2	4	3
Delaware, Lackawanna and Western.	40	39	29	39	23	57	18	83	30	103
Delaware, Susquehanna and Schuylkill.	..	..	..	..	18	33	34	50	46	46
Dunkirk, Allegheny Valley and Pittsburg.	1	2	1	2	..	15	2	24	28	28
East Broad Top.	..	..	..	..	4	18	2	13	1	23
Elmira and Williamsport.	1	26	..	3	..	1	..	..	..	..
Emporium and Rich Valley.	..	..	..	..	..	..	..	..	..	..
Erie and Pittsburg.	1	3	..	13	7	19	2	27	3	34
Falls Brook.	..	..	5	..	..	..	..	..	3	21
Falls Creek.	..	..	..	..	..	..	..	..	..	..
Gettysburg and Harrisburg.	..	..	..	..	..	1	..	..	..	..
Huntingdon and Broad Top Mountain.	..	..	..	..	..	..	..	..	..	..
Jefferson.	8	..	2	12	3	9	1	7	1	10
Junction.	12	35	..	..	..	..	..	..	..	..
Kinzua Creek and Cape.	..	1	2	5	2	1	..	..	..	18
Lake Shore and Michigan Southern.	1	18	7	19	1	18	2	12	19	13
Lehigh and Lackawanna.	13	..	1	..	9	..	10	3	1	..
Lehigh and Susquehanna.	..	..	..	..	..	..	..	..	..	..
Lehigh Valley.	21	49	27	80	..	..	25	74	34	93
..	123	98	80	78	84	142	35	66	..	..

[illegible]

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1888.		1889-90.		1890-91.		1891-92.		1892-93.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Slackwater Connecting,	1	13	1	68	1	20	1	16	1	6
Slate Run,	1	1	1	1	1	1	1	1	1	3
Somerset County,	1	3	1	2	1	1	1	1	1	7
Somerset and Cambria,	1	1	1	1	1	1	1	1	1	6
State Line,	1	1	1	1	1	1	1	1	1	3
Stony Creek,	1	1	1	1	1	1	1	1	1	1
Sugar Run,	1	1	1	1	1	1	1	1	1	1
Tamaqua, Hazleton and Northern,	1	1	1	1	1	1	1	1	1	1
Tiadaghton and Falmastalk,	1	1	1	1	1	1	1	1	1	1
Tioga,	1	1	1	1	1	1	1	1	1	1
Turtle Creek Valley,	1	1	1	1	1	1	1	1	1	1
Waynesburg and Washington,	1	1	1	1	1	1	1	1	1	1
Western Maryland,	1	1	1	1	1	1	1	1	1	1
Western New York and Pennsylvania,	1	1	1	1	1	1	1	1	1	1
Wheeling, Pittsburg and Baltimore,	1	1	1	1	1	1	1	1	1	1
Wilkes-Barre and Western,	1	1	1	1	1	1	1	1	1	1
Williamsport and North Branch,	1	1	1	1	1	1	1	1	1	1
Wilmington and Northern,	1	1	1	1	1	1	1	1	1	1
Totals,	1,244	4,944	1,463	7,447	1,372	7,259	1,489	8,820	1,828	11,122

TABULATED RESULTS

COMPILED FROM REPORTS OF

PASSENGER RAILWAY COMPANIES.

TABLE A—STOCK AND DEBT.

NAME OF COMPANY.	Capital stock as author- ized by law.	Amount of stock sub- scribed.	Total amount now paid in of capital stock.	Total amount now of floating and funded debt.	Rate percent. on fund- ed debt.	Rate per cent. of divi- dend.
Allentown,	\$200,000 00	\$200,000 00	\$200,000 00	\$200,000 00	9	..
Allentown and Bethlehem Rapid Transit, Altoona and Logan Valley Electric, Beaver Valley,	1,000,000 00 500,000 00 60,000 00	1,000,000 00 500,000 00 60,000 00	1,000,000 00 250,000 00 60,000 00	748,096 50	9	..
Beaver Valley Traction Company, Bethlehem and Allentown, Bethlehem and South Bethlehem, Braddock Electric,	300,000 00 100,000 00 200,000 00 350,000 00	300,000 00 100,000 00 200,000 00 98,000 00	300,000 00 100,000 00 200,000 00 98,000 00	225,873 44 100,000 00 200,000 00 41,200 00	6 6 6 6	..
Braddock and Turtle Creek Streets, Bradford and Kendall, Carbondale Traction,	62,000 00 12,000 00 150,000 00	98,000 00 12,000 00 150,000 00	62,000 00 12,000 00 150,000 00	60,850 00 .. 177,908 73	9....	..
Caroline and Belvidere, Central Traction Company, Centennial Passenger Railway Company, Central Electric,	150,000 00 1,500,000 00 15,000 00 60,000 00	150,000 00 1,500,000 00 13,000 00 60,000 00	150,000 00 898,367 50 1,500 00 60,000 00	150,000 00 425,000 00	5 5	6
Chester Avenue,	78,000 00	39,000 00	3,900 00	87,463 48	..	..
Chester and Media Electric, Citizens', Mekeesport, Citizens', Philadelphia, Citizens', Pittsburgh, Citizens', Norristown, Citizens', Steelton, Citizens' Traction,	150,000 00 150,000 00 500,000 00 200,000 00 80,000 00 100,000 00 3,000,000 00	150,000 00 100,000 00 500,000 00 200,000 00 80,000 00 200,000 00 3,000,000 00	150,000 00 100,000 00 31,950 00 192,500 00 200,000 00 52,520 00 134,284 97	100,000 00 31,647 38 9,000 00 30,917 50 1,370,000 00	5 6 .. 5	..
City, Altoona,	250,000 00	250,000 00	198,200 00	52,750 00	5	7 1/2
Coalville,* Columbia and Ironville, Continental,	100,000 00 1,000,000 00 100,000 00	75,000 00 1,000,000 00 70,000 00	75,000 00 580,000 00 70,000 00	71,000 00 350,000 00 25,552 18	5 6 5	..
Connellsville, New Haven and Leisensberg, Duquesne Traction, DuBois Traction,	3,000,000 00 50,000 00 12,000 00	3,000,000 00 50,000 00 12,000 00	3,000,000 00 15,000 00 12,000 00	1,519,000 00 18,085 48 ..	5 6 6	..
East End, Williamsport, East Harrisburg, East Reading,	1,000,000 00 100,000 00 300,000 00	500,000 00 100,000 00 300,000 00	477,868 56 100,000 00 ..	17,000 00 129,000 00 3,100 00	6	10 2
Easton Transit Company, Empire,	600,000 00 100,000 00	.. 100,000 00	155,000 00 ..	283,238 61 200,000 00	5 6	..
Erie City,	700,000 00	700,000 00	100,000 00	25,000 00	7	..
Erie City Electric,	700,000 00	700,000 00	700,000 00	434,175 00	6	..

TABLE A—STOCK AND DEBT—CONTINUED.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock subscribed.	Total amount now paid in of capital stock.	Total amount now of floating and funded debt.	Rate per cent. on funded debt.	Rate per cent. of dividend.
Ridge Avenue,	\$750,000 00	\$420,000 00	\$420,000 00	..	..	3
Saint Clair Incline,	150,000 00	150,000 00	150,000 00	\$75,000 00	6	2½
Schuykill Electric,	150,000 00	150,000 00	150,000 00	90,689 50	6	..
Schuykill River,	500,000 00	500,000 00	50,000 00	..	..	1
Scranton,	100,000 00	50,000 00	50,000 00	100,000 00	6	..
Scranton Suburban,	200,000 00	100,000 00	100,000 00	200,000 00	6	4
Scranton Traction,	2,000,000 00	2,000,000 00	400,000 00	1,066,604 19	5 & 6	..
Second Avenue,	1,000,200 00	1,000,200 00	848,150 00	216,758 00	..	11
Second and Third Streets,	500,000 00	500,000 00	250,000 00	100,000 00	6	12
Seventeenth and Nineteenth Streets,	50,000 00	50,000 00	50,000 00	28,500 00	5	6
Shamokin,	150,000 00	150,000 00	150,000 00	65,176 00	6	2
Shenango Valley,	65,000 00	38,400 00	38,400 00	19,000 00	5	..
South Side, Pittsburg,	25,600 00	46,400 00	46,400 00	..	..	..
Stroudsburg,	125,000 00	125,000 00	125,000 00	104,380 23	..	..
Sunbury and Northumberland,	1,000,000 00	334,329 44	334,329 44	190,000 00	2	18
Thirteenth and Fifteenth Streets,	200,000 00	200,000 00	200,000 00	105,000 00	6	..
Troy Hill Incline Plane Bridge and Company,	1,500,000 00	1,500,000 00	925,000 00	730,000 00	5	19
Union, Philadelphia,	100,000 00	100,000 00	100,000 00	324,024 60	5	..
Union, Chester, Pa.,	50,000 00	50,000 00	50,000 00	40,000 00	5	..
Uniontown,	18,000 00	18,000 00	4,300 00	2,300 00	..	..
Versailles Traction,	25,000 00	22,150 00	1,751 48	11,818 20	..	..
Warren,	60,000 00	40,050 00	39,000 00	24,654 67	6	..
Washington Electric,	60,000 00	60,000 00	60,000 00	52,500 00	5	..
West Chester,	225,000 00	254,350 00	254,350 00	240,000 00	5	..
West End, Lancaster,	150,000 00	750,000 00	750,000 00	995,000 00	5 & 6	20
West Philadelphia,	30,000 00	..	1,000 00	..	..	..
West Piquette and Wyoming,	60,000 00	60,000 00	60,000 00	24,958 84	6	..
White Electric Traction,	600,000 00	250,000 00	250,000 00	135,000 00	6	2
Williamsport,	100,000 00	100,000 00	100,000 00	40,000 00	..	..
Wilkes-Barre and Kingston,	40,000 00	100,000 00	100,000 00	..	..	..
Wilkes-Barre and Suburban,	5,000,000 00	5,000,000 00	5,000,000 00	1,618,883 67	..	..
Wilkes-Barre and Wyoming Valley Traction,	200,000 00	134,650 00	133,636 00	56,870 25	..	4
York, . . . . .	..	..	..	..	..	..
Total,	\$71,480,800 00	\$64,122,471 11	\$55,426,912 21	\$26,205,709 31	..	..

Federal Street and Pleasant Valley,	1,400,000 00	1,400,000 00	1,265,000 00	5 & 6	6
Fort 17th Incline Plane,	60,000 00	60,000 00	30,900 00	6	
Forty-third Street and Bloomfield Street,	5,000 00	5,000 00			
Frankford and Southwark,	1,500,000 00	1,500,000 00	45,000 00		20
German town,	1,500,000 00	1,500,000 00	572,800 00	5	10
Green and Conles Streets,	500,000 00	500,000 00	100,000 00	6	12
Greensburg and Hempfield Electric,	60,000 00	59,250 00	70,562 77	6	
Greenfield Avenue,	6,000 00	6,000 00	3,046 85		
Harrisburg City,	Unlimited	125,000 00			12
Hestonville, Mantua and Fairmount,	2,050,000 00	2,050,000 00	499,500 00	6	
Johnstown,	250,000 00	250,000 00	277,981 49	6	12
Kessler Street Connecting,	5,000 00	5,000 00			
Laurel City,	20,000 00	20,000 00	529,350 00	5	
Lancaster Traction,	25,000 00	550,000 00	583,800 00	5	
Lebanon and Anville,	100,000 00	100,000 00	100,000 00	5	6
Lehigh Avenue,	1,000,000 00	1,000,000 00	399,950 00		
Lombard and South Streets,	750,000 00	625,000 00	374,842 50	5 & 7	6
Manayunk and Roxboro' Incline,	200,000 00	58,475 00			
Marshall Street,	250,000 00	250,000 00	25,000 00		
Middletown, Highspire and Steelton,	100,000 00	100,000 00	97,550 00		
Milvale,	15,000 00	15,000 00	4,513 23		
Minerva, Etna and Sharpville,	300,000 00	300,000 00	2,400 00		
Monorahela Incline Plane,	20,000 00	200,000 00	200,000 00	5	10
Mount Oliver Incline,	100,000 00	100,000 00	44,500 00	6	
New Castle Electric,	40,000 00	40,000 00	6,358 60		
Norristown,	50,000 00	44,450 00	2,500 00		
Northern,	30,000 00	15,000 00			
Nunnery Hill Incline Plane,	60,000 00	60,000 00	20,853 64		
Penu Street,	500,000 00	500,000 00	31,632 00	6	
Pennsylvania Motor Company,	120,000 00	120,000 00	250,000 00	5	
Peoples', Philadelphia,	2,250,000 00	740,955 50	80,938 55	5 & 7	
Peoples', Electric Street,	150,000 00	150,000 00	61,645 16	6	
Peoples', Scranton,	600,000 00	600,000 00	300,000 00	6	
Philadelphia City,	1,000,000 00	1,000,000 00	300,000 00	5 & 7	15
Philadelphia and Darby,	200,000 00	475,000 00	100,000 00	4	
Philadelphia and Gray's Ferry,	1,000,000 00	308,750 00			
Philadelphia Traction,	10,000,000 00	7,408,750 00	1,124,000 00	4	12
Pittsburgh, Allegheny and Manchester Passenger,	350,000 00	350,000 00	1,768,259 97	5	21
Pittsburgh, Allegheny and Manchester Traction,	3,000,000 00	2,919,565 67	75,000 00	6	
Pittsburgh and Birmingham Passenger,	200,000 00	200,000 00	1,522,826 69	2	
Pittsburgh and Birmingham Traction,	3,000,000 00	3,000,000 00	7,000 00	6	
Pittsburgh, Oakland and East Liberty,	150,000 00	150,000 00	754,715 18	5	
Pittsburgh Traction,	2,500,000 00	2,500,000 00	250,000 00	6	
Pittsburgh Union,	150,000 00	150,000 00	82,453 00	5	
Pittsburgh and West End,	100,000 00	100,000 00	506,000 00	5	
Pittston,	1,500,000 00	1,500,000 00			
Pittston, Moosie and Pleasant Valley,	10,000 00	200 00			
Plymouth,	42,000 00	1,400 00			
Pontiac,	12,000 00	400 00			
Pontsawney Street,	100,000 00	40,500 00	35,842 13		
Punxsutawney Street,	18,000 00	18,000 00	18,790 42	6	
Reading City,	400,000 00	350,000 00	125,350 00	5	6
Reading and South Western,	130,000 00	130,000 00	14,943 54		
Reading Traction,	1,000,000 00	1,000,000 00	101,845 32	6	

* Included in report of Wilkes-Barre and Wyoming Valley Traction Company.

† Included in report of Milvale Passenger Railway Company.

TABLE B.—COST AND MILEAGE.

NAME OF COMPANY.	Cost of construction of road.	Cost of equipment.	Total cost of road and equipment.	Value of real estate held, exclusive of roadway.	Length of road.	Gauge of track.
Allentown.*	\$400,000 00	..	\$400,000 00	..	..	..
Allentown and Bethlehem Rapid Transit.	561,073 99	\$108,054 72	669,128 71	\$18,000 00	17.64	4.8 ¹
Altoona and Logan Valley Electric.	129,000 00	10,000 00	139,000 00	..	7.50	5.3
Beaver Valley Traction.	150,000 00	134,507 52	284,507 52	40,000 00	7.00	5.2
Bethlehem and Allentown.*	140,000 00	..	140,000 00	..	..	..
Bethlehem and South Bethlehem.	200,000 00	..	200,000 00	..	..	..
Bradock Electric.†	400,000 00	..	400,000 00	..	..	..
Bradock and Turtle Creek.	107,092 74	16,299 75	123,392 49	12,000 00	3.75	4.8
Bradford and Kendall.	166 37	137 10	303 47	5,350 49	2.50	5.2
Catharine and Bainbridge.*	667,571 07	57,496 25	725,067 32	..	1.50	4.8
Carbondale Traction.	..	..	300,000 00	11,000 00	9.00	5.2
Central Traction.	..	..	1,259,631 90	92,195 20	6.90	5.2
Centennial.*	12,639 84	..	12,639 84	..	..	..
Central Electric.*	110,000 00	..	110,000 00	..	..	..
Chelton Avenue.	62,925 60	10,787 54	73,713 14	14,774 67	4.58 ¹	..
Chester.*	108,217 37	41,782 63	150,000 00	..	..	..
Chester and Media Electric.*	188,000 00	12,000 00	200,000 00	..	..	..
Citizens', Philadelphia.	136,704 88	181,632 48	318,337 36	166,115 32	10.75	5.2
Citizens', Norristown.	164,209 54	..	164,209 54	..	..	..
Citizens', Steelton.	28,063 02	17,670 63	45,733 65	7,367 22	8.00	5.2
Citizens', McKeesport.	111,299 73	50,292 10	170,591 83	6,850 00	6.00	5.2
Citizens', Traction.	42,347 41	16,100 67	58,448 08	..	1.75	5.2
City, Altoona.	1,805,001 51	187,162 89	2,055,164 40	313,075 80	6.00	5.3
Columbia and Ironville.	117,433 53	136,541 51	253,975 04	10,000 00	4.50	5.2
Continental.*	90,000 00	62,465 00	152,465 00	10,000 00	..	..
Connellsville, New Haven and Leisnering.	160,000 76	103,644 89	263,645 65	..	..	..
DuBois Traction.	72,539 97	24,439 83	96,979 80	5,234 38	5.00	5.2
Duquesne Traction.	28,701 16	22,745 10	51,446 26	2,000 00	2.25	4.8
East End, Williamsport.	1,195,734 07	453,203 48	1,648,937 55	82,500 00	26.50	5.2
East Harrisburg.	20,606 86	6,505 88	27,112 74	498 05	2.25	4.8
East Reading.	393,143 74	232,874 28	626,018 02	24,645 20	21.00	5.2
Easton Traction Company.	53,636 23	47,682 65	101,318 88	4,300 00	5.25	5.2
Empire.*	309,834 58	60,169 76	370,004 34	11,760 42	9.00	5.2
Erle City.*	..	..	929,880 71	..	..	..
..	..	..	125,000 00	..	..	..

* Mileage included in report of operating company.

† Fractional part of year only.

TABLE B.—COST AND MILEAGE—CONTINUED.

NAME OF COMPANY.	Cost of construction of road.	Cost of equipment.	Total cost of road and equipment.	Value of real estate held, exclusive of roadway.	Length of road.	Gauge of track.
Erie City Electric,	\$505,488 63	\$813,478 85	\$818,967 48	\$70,193 90	18.00	4.8 $\frac{1}{2}$
Federal Street and Pleasant Valley,	1,098,811 22	521,746 95	1,620,558 17	..	24.00	5.2 $\frac{1}{2}$
Fort Pitt Incline Plane,	98,468 97	..	98,468 97	..	.07	10.0
Forty-third and Bloomfield Street,† . . . . .	..	..	..	..	..	..
Frankford and Southwark,	762,228 01	489,761 41	1,251,989 42	12,500 00	20.00	5.2
Germanatown,* . . . . .	..	..	..	..	..	..
Green and Coates Streets,* . . . . .	..	..	950,782 56	..	..	..
Greensburg and Hempfield Electric, . . . . .	..	..	258,181 43	..	..	..
Greenfield Avenue, . . . . .	..	..	118,500 00	15,000 00	2.50	4.8 $\frac{1}{2}$
Harrisonville, Mantua and Fairmount,	94,743 07	72,220 86	12,800 00	30,000 00	1.00	5.2 $\frac{1}{2}$
Hestonville,	410,738 26	150,161 64	166,963 93	..	..	..
Johnstown,	398,565 99	71,572 26	560,869 90	319,356 74	20.00	5.2
Kessler Street Connecting,*	5,835 20	..	469,878 25	..	15.00	4.8 $\frac{1}{2}$
Lancaster City,	368,656 00	39,798 43	408,454 43	22,000 00	19.00	5.2 $\frac{1}{2}$
Lancaster Traction Company,	1,103,150 00	21,177 34	1,129,327 34	34,000 00	29.00	5.2 $\frac{1}{2}$
Lebanon and Anville,	145,940 87	47,616 97	193,557 84	6,960 77	13.00	5.3
Lehigh Avenue,	278,702 47	14,844 63	293,547 10	70,000 00	6.00	5.2
Lombard and South Streets,	589,487 27	225,477 74	814,965 01	133,178 75	19.50	5.2
Manayunk and Roxboro' Incline,	60,137 87	6,000 00	66,137 87	8,547 36	5.50	5.2 $\frac{1}{2}$
Marshall Street,	53,655 31	..	53,655 31	..	..	..
Middletown, Highspire and Steelton,	73,000 79	..	73,000 79	1,000 00	6.50	5.2 $\frac{1}{2}$
Millvale,	1,132 59	3,334 69	4,327 28	..	2.00	5.2 $\frac{1}{2}$
Monongahela Incline Plane,	250,000 00	..	250,000 00	3,500 00	.12	5.2
Monnt Oliver Incline,*	91,899 52	..	91,899 52	25,300 00	..	..
New Castle Electric,	27,439 22	17,439 72	44,898 94	2,676 91	2.25	4.8 $\frac{1}{2}$
Norristown,	28,288 04	12,708 46	40,996 50	3,000 00	3.50	5.2 $\frac{1}{2}$
Northern,*	18,346 26	4,050 00	22,396 26	100 00	..	..
Nunnery Hill Incline Plane, . . . . .	..	..	90,862 04	..	.25	5.0
Pennsylvania Motor Compaay,	182,938 55	18,000 00	200,938 55	2,000 00	2.37	5.2 $\frac{1}{2}$
People's, Philadelphia,	637,506 95	..	448,851 53	10,000 00	92.70	5.2
People's, Scranton,*	116,334 82	..	753,841 77	30,228 78	3.40	..
People's Electric, Rochester, Pa.,	86,310 97	..	209,514 62	2,503 00	5.00	5.2
Penn Street, Pitsburg, . . . . .	..	..	222,089 46	..	..	..
Philadelphia City,*	650,748 38	225,094 50	875,842 88	302,650 00	..	..
Philadelphia and Darby,* . . . . .	..	..	239,000 00	..	..	..
Philadelphia and Gray's Ferry,* . . . . .	..	..	249,514 40	..	..	..
Philadelphia Traction,	569,494 55	610,240 83	1,179,735 38	..	133.88	5.2 $\frac{1}{2}$
Pittsburg, Allegheny and Manchester Traction,	967,607 70	456,091 28	1,423,698 98	..	17.54	5.2 $\frac{1}{2}$

Pittsburg, Allegheny and Manchester Passenger,*	124,789 08	55,451 04	180,240 12	124,998 55	5.21
Pittsburg and Birmingham Passenger,*			63,800 00		5.21
Pittsburg and Birmingham Traction,	129,349 10	60,758 73	1,624,367 07	75,800 00	16.00
Pittsburg, Oakland and East Liberty,*	1,271,420 24	173,557 30	190,107 83		5.21
Pittsburg Traction			1,444,986 54	232,503 50	10.67
Pittsburg Incline Plane,*			400,000 00		
Pittsburg Union,*					
Pittsburg and West End,	462,529 92	120,944 63	592,474 55	14,878 85	5.21
Pittston,			10,638 50	82,436 82	4.51
Pittston, Moosic and Pleasant Valley,*			1,400 00	2,500 00	1.00
Plymouth,*			400 00		
Pottstown,	41,199 23	21,273 47	62,472 70	13,639 67	4.81
Punxsutawney,			36,730 42	1,900 00	4.51
Reading City,*	412,226 48	65,750 72	477,977 20	56,414 80	5.50
Reading and South Western,	96,386 24	48,557 30	144,943 54	10,878 19	4.81
Reading Traction,	44,144 60	8 74	44,753 34	28 25	5.21
Ridge Avenue,*			584,811 00	75,000 00	
Saint Clair Incline,			225,000 00	4,000 00	5.0
Schuylkill Electric,			226,070 57	12,165 50	4.81
Schuylkill River,*			47,463 54		
Scranton,*			150,000 00		
Scranton Suburban,*	252,054 69	60,665 67	312,720 36	9,397 19	
Scranton Traction,	2,503,867 01	263,534 00	2,767,401 01	30 00	4.81
Second Avenue,	448,101 91	161,245 41	609,347 32	10 80	5.21
Second and Third Streets,			1,025,311 08	37 00	5.21
Seventeenth and Nineteenth Streets,*	162,024 65	73,411 14	235,435 80		
Shamokin,			77,509 08	3 00	5.2
Shenango Valley,			211,429 64	3 55	5.21
South Side, Pittsburg,*	123,949 39	37,480 25	81,551 13		
South Side, Pittsburg,*	51,384 06	30,467 07			
Stroudsburg,	36,950 00	9,450 00	46,400 00	2,500 00	4.81
Sunbury and Northumberland,	120,000 00	39,380 23	159,380 23	3 90	5.21
Thirteenth and Fifteenth Streets,*	198,029 29	145,152 30	343,181 59		
Troy Hill Incline Plane and Bridge Company,	192,424 81	94,047 13	286,471 94	15	6
Union, Philadelphia,*	862,422 74	475,606 22	1,338,028 96		
Union, Chester, Pa.,	223,386 39	129,772 06	353,158 45	21 00	5.21
Uniontown,	38,000 00	60,000 00	98,000 00	2 50	5.2
Versailles Traction,			6,610 19	1 00	5.21
Warren,	11,619 50	6,425 00	18,044 50	1 60	4.81
Washington Electric,	43,132 88	19,249 30	62,382 18	2 90	5.21
West Chester,	94,536 64	23,010 17	117,546 81	6 00	5.21
West End,*	173,432 91	78,755 30	252,188 21		
West Philadelphia,*				12,000 00	
West Pittston and Wyoaming,*	1,000 00		1,000 00		
White Electric Traction,			102,240 69	1 50	5.21
Williamsport,	325,810 18	60,842 69	386,652 87	7 75	4.81
Wilkes-Barre and Kingston,*			100,000 00		
Wilkes-Barre and Suburban,*					
Wilkes-Barre and Wyoming Valley Traction,			6,618,883 67	38 58	4.81
York,	108,564 51	63,822 53	172,387 04	6 00	4.81
	\$26,194,722 77	\$7,964,047 51	\$50,734,005 30	\$2,938,943 47	\$46 08

* Mileage included in report of operating company.

† Included in report of Millvale Passenger Railway Company.

TABLE C.—CHARACTERISTICS OF ROADS.

NAME OF COMPANY.	Number of car houses, shops and stables.	Number of depots.	Number of first class passenger cars.	Average value of each car.	Number of second class passenger cars.	Average value of each car.	Number of passengers that may be seated in each car.	Number of cars propelled by cable.	Number of cars propelled by electricity.	Number of cars propelled by horses and mules.	Number of horses and mules owned by the company.	Average value of each, including harness.	Average of speed by cars, (miles per hour.)	Number of trips each day.	Number of miles run each day.
Allentown and Bethlehem Rapid Transit Company.	2	4	57	\$3,185 00	..	..	69	..	28	..	7	\$140 00	10	360	2,500
Altoona and Logan Valley Electric Railway Company.	1	2	12	3,000 00	..	..	24	..	12	..	..	..	30	100	750
Beaver Valley Traction.	1	2	18	..	..	..	65	..	..	..	..	..	9	82	1,078
Braddock Electric.	1	1	5	2,800 00	..	..	24	..	3	..	..	..	6	..	..
Braddock and Turtle Creek.	1	1	4	3,500 00	..	..	24	..	4	..	..	..	3	20	100
Bradford and Kendall.	1	..	2	250 00	..	..	..	..	..	2	6	100 00	3	28	42
Carbondale Traction.	1	..	3	1,800 00	..	..	..	..	..	..	..	..	10	81	62
Central Traction.	3	1	19	1,900 00	2	\$100 00	62	9	6	2	..	200 00	8	15	72
Chester Avenue Passenger Railway Company.	2	1	5	600 00	2	250 00	18	16	..	7	49	100 00	6	85	306
Citizens', McKeesport.	1	1	4	4,108 91	..	..	32	..	4	..	..	..	8	36	126
Citizens', Philadelphia.	11	1	63	750 00	..	..	22	..	..	63	440	75 00	6	390	3,246
Citizens', Norristown.	3	1	8	700 00	2	250 00	14	700	..	10	40	90 00	4	190	853
Citizens', Steelton.	2	..	16	3,100 00	..	..	26	..	16	4	..	..	6	34	102
Citizens' Traction.	6	3	82	..	25	300 00	48	66	16	..	28	125 00	9	925	7,000
City, Altoona.	2	1	16	3,000 00	9	400 00	25	..	16	..	..	..	8	160	1,400
Coalville.*	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Columbia and Ironville Street Passenger Railway Company.	1	1	4	..	..	..	26	..	4	..	..	..	7	132	360
Connellsville, New Haven and Leisenring.	1	2	5	3,000 00	..	..	30	..	5	..	..	..	8	36	340
Duquesne Traction.	2	2	55	3,500 00	..	..	30	..	55	..	4	200 00	10	9	3,600
DuBois Traction.	1	3	..	3,230 73	..	..	28	..	3	3	..	..	12	60	300
East End, Williamsport.	1	..	2	3,000 00	..	..	40	..	22	..	..	..	8	106	133
East Harrisburg.	1	1	33	3,000 00	23	1,000 00	40	40	42	..	..	..	8	..	1
East Reading.	3	..	9	4,250 00	..	..	30	..	8	..	..	..	9	17	..
Easton Transit Company.	1	3	22	2,800 00	..	..	45	..	22	4	21	100 00	6	10	117
Erie City Electric.	2	..	81	2,800 00	..	..	40	..	70	..	4	150 00	8	2,940	9,240
Federal Street and Pleasant Valley	7	6	63	3,400 00	3	1,800 00	22	..	72	..	16	125 00	6	640	4,800
Fort Pitt Incline Plane.	2	2	..	..	..	..	40	..	..	..	..	..	..	..	..
Forty-third Street and Bloomfield Street,†	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Frankford and Hawthark.	8	4	105	800 00	14	300 00	30	..	..	95	..	85 00	6	10	..
Greensburg and Hempfield Electric.	1	..	3	3,000 00	..	..	22	..	3	..	..	..	9	60	300
Harrisburg City.	6	1	26	500 00	..	..	..	..	..	17	85	100 00	..	..	..
Hestonville, Mantua and Fairmount.	5	2	63	500 00	12	200 00	30	..	..	..	572	100 00	6	..	22
Johnstown.	1	2	23	2,456 00	6	450 00	26	..	28	..	1	150 00	3	..	1,688
Lancaster City.	2	1	20	3,500 00	6	500 00	35	..	20	..	7	130 00	6	16	112

	2	1	26	3,500 00	6	500 00	35	26	7	130 00	6	16	112
Lancaster Traction.	1	1	14	3,359 00			38	14			8	9	162
Lebanon and Annapolis.	1	1	18	500 00			18					121	726
Lehigh Avenue.	1	3	47	630 00	36	300 00	20		88	100 00	5	16	75
Lombard and South Streets.	1	1	8				20		8	43	5	33	239
Manayunk and Roxboro' Avenues.	1	1	2	1,200 00	1	200 00	14		8	15	5	84	168
Millvale.	1	1	2	1,500 00			30					325	40
Monongahela Incline Plane.	1	2	6	1,750 00			20	4				96	103
Mount Oliver Incline.	1	1	9	4,830 00			22	4					
New Castle Electric.	1	1	2				20		4	50 00	6		
Norristown.	1	1	2	1,000 00			20		30	100 00			
Northern.	1	1	2	2,500 00	4	2,000 00	28	6			6	192	150
Nunnery Hill Incline Plane.	1	1	121	700 00	93	500 00	20		214	1,512	6	1,571	11,786
Pennsylvania Motor Company.	1	1	4	4,000 00			22				8	125	450
Peoples' Electric Street.	1	1	60	3,500 00			35	60		125 00	5	430	2,185
Peoples' Electric Street.	1	1	132				28		727	708			
Philadelphia City.	1	1	500	3,055 88	410	500 00	28	161	4,622	100 00	5		5,500
Philadelphia Traction.	1	1	85	4,000 00	13	475 00	28	58	1	8	8	810	5,500
Pittsburg, Allegheny and Manchester Traction.	1	1	42	1,100 00	25	2,000 00	30	42		90 00	8	551	3,619
Pittsburg and Birmingham Traction.	1	1	69	2,800 00	15	300 00	30	82		22	10	14	150
Pittsburg Traction.	1	1	20	2,400 00	2	2,400 00	25	21		175 00	10	13	90
Pittsburg and West End.	1	1	2	350 00			16		2	100 00	4		
Pittston.	1	1	19	2,200 00			36	10			9	12	144
Pottstown.	1	1	76	3,000 00			30	3			6	90	270
Punxsutawney Street.	1	1	4	400 00	6	726 00	40	8		125 00	10		40
Reading City.	1	1	9	4,000 00	74	250 00	35	9	74	50 00	4	140	110
Reading and South Western.	1	1	62				20		62	65 00	6	375	2,500
Reading Traction.	1	1	15	3,000 00	2		40					18	100
Ridge Avenue.	1	1	12	3,000 00			22	14			8	48	192
Saint Clair Incline.	1	1	12	1,000 00			30	12			6	16	100
Schuykill Electric.	1	1	88	3,000 00			40	88	5	100 00			113
Scranton Suburban.	1	1	23	3,500 00	9	500 00	24	23		175 00	9	10	100
Scranton Traction.	1	1	107	1,200 00			22	3	751	75 00	6	628	22
Second Avenue.	1	1	3				22	4			8	54	306
Second and Third Streets.	1	1	4	800 00			24				8	115	350
Shamokin.	1	1	4	2,500 00			32			60 00	15	14	56
Shenango Valley.	1	1	2	2,000 00			35	32			8	18	421
Stroudsburg.	1	1	32	3,000 00			30	6					2,200
Sunbury and Northumberland Electric.	1	1	6	3,000 00			26	2				30	100
Sunbury and Bridge Company.	1	1	5	2,800 00	2	350 00	28	5			6	30	85
Troy Hill Incline Plane and Bridge Company.	1	1	10	3,100 00	2	500 00	34	10	4	135 00	6	100	300
Union, Chester, Pa.,	1	1	3	3,200 00			30	3				17	112
Uniontown.	1	1	18	3,000 00	10	225 00	30	12				108	108
Warren.	1	1	79	2,000 00	6	100 00	40	67	13	100 00	7	210	1,428
Washington Electric.	1	1	23				28	15	3	75 00	6		3,853
West Chester.	1	1											99
West End, Lancaster.	1	1											
White Electric Traction.	1	1											
Williamsport.	1	1											
Wilkes-Barre and Wyoming Valley Traction.	1	1											
York.	1	1											
Totals.	242	135	2,628	820			2,273	1,051	1,466	10,570			

* Included in report of Wilkes-Barre and Wyoming Valley Traction Company.

† Included in report of Millvale Passenger Railway Company.

TABLE D—PASSENGERS AND EXPENSES.

NAME OF COMPANY.	Number of passengers (all classes) carried in cars.	Rate of fare for pas- sengers (cents).	EXPENSES.		
			Of maintaining the road or real es- tate of corpora- tion.	Of operating the road.	Total.
Allentown and Bethlehem Rapid Transit,	3, 292, 003	5, 8 and 10	\$5, 098 71	\$99, 887 60	\$104, 986 31
Altoona and Logan Valley Electric, *	34, 363	5 and 10	46 15	1, 096 05	1, 142 20
Beaver Valley Traction,	1, 812, 550	5 and 10	3, 032 57	42, 384 05	45, 416 62
Braddock Electric,	60, 924	5	..	..	8, 979 02
Braddock and Turtle Creek,	438, 551	5	264 78	17, 702 38	17, 967 16
Bradford and Kendall,	86, 494	5	128 37	4, 119 41	4, 247 78
Carbondale Traction, *.	374, 599	5	2, 026 00	20, 170 51	22, 196 51
Central Traction,	3, 926, 631	5	28, 630 01	146, 147 03	174, 677 09
Chelton Avenue,	263, 495	5	1, 289 85	12, 180 43	13, 470 28
Citizens', Norristown,	238, 914	5	387 85	10, 803 98	11, 191 83
Citizens', Steelton,	211, 687	5	..	10, 846 05	10, 846 05
Citizens', McKeesport,	15, 931	5	111 05	963 75	1, 074 80
Citizens', Traction,	14, 549, 350	5	51, 363 54	336, 254 66	387, 628 20
City, Altoona,	1, 552, 279	4 and 5	..	..	49, 652 23
Columbia and Ironville, *.	120, 809	5	686 14	4, 932 72	4, 932 72
Cornellsville, New Haven and Leisenring,	347, 352	5	..	13, 755 59	14, 441 73
DuBois Traction,	231, 088	5	90 00	6, 425 00	6, 515 00
Duquesne Traction,	6, 889, 970	5 and 7	20, 627 83	235, 376 67	256, 004 50
East End, Williamsport, *.	2, 901	5	..	..	870 70
East Harrisburg,	3, 523, 357	5	..	..	114, 200 05
East Reading, *.	342, 779	5	8 70	10, 257 87	10, 266 57
Easton Transit,	629, 779	5	760 49	35, 001 86	35, 762 35
Erie City Electric,	5, 035, 482	5	9, 524 74	103, 780 62	113, 305 36
Monongahela Inclined Plane,	1, 588, 991	5	2, 610 35	16, 634 78	19, 245 13
New Castle Electric,	206, 482	5	1, 586 04	7, 140 00	8, 726 04
Norristown,	204, 580	5	100 00	9, 652 35	9, 752 35
Nunnery Hill Incline Plane,	275, 572	5	..	4, 631 47	4, 631 47
Pennsylvania Motor Company,	239, 205	5	..	..	..
People's, Philadelphia,	32, 967, 681	5	23, 493 74	716, 558 58	740, 052 32
People's Electric, Rochester, Pa.,	334, 171	5	..	10, 111 84	10, 111 84
Philadelphia Traction,	97, 928, 397	5	91, 431 48	3, 135, 812 01	3, 227, 243 19
Pittsburg, Allegheny and Manchester Traction,	9, 646, 946	5	10, 172 09	264, 515 45	274, 687 54
Pittsburg and Birmingham Traction,	6, 875, 378	5	6, 896 90	164, 977 16	171, 874 06
Pittsburg Traction,	8, 354, 582	5 and 10	23, 589 94	240, 194 55	265, 784 49
Pittsburg and West End,	2, 528, 177	5	3, 518 56	69, 208 07	72, 726 63
Pittston,	115, 442	5	268 94	3, 348 02	3, 616 95
Pottstown, *.	29, 377	5	..	712 63	712 63
Punxsutawney,	222, 497	5	100 00	6, 041 80	6, 141 80

NAME OF COMPANY.

Reading City	2,972,413	5	4,059 61	78,186 20	82,245 81
Reading and South Western	422,370	5	2,127 30	22,962 64	25,089 94
Reading Traction, *	1,117,335	5	3,316 63	30,581 35	30,898 03
Ridge Avenue, *	1,315,509	5	8,873 56	29,472 35	38,345 91
Saint Clair Incline, . . .	469,438	5	2,246 07	9,572 82	11,818 89
Schuylkill Electric, . . .	855,536	5	..	..	45,701 74
Scranton Traction, . . .	2,289,133	5	7,608 93	67,228 51	74,837 44
Federal Street and Pleasant Valley,	7,942,430	5	25,334 98	286,931 47	312,826 45
Fort Pitt Incline Plane,	176,617	5	226 59	5,312 62	5,539 21
Forty-third Street and Bloomfield Street,†	23,837,117	5	100,180 06	606,330 89	706,510 95
Frankford and Southwark,	204,016	5	784 97	9,335 72	10,120 69
Greensburg and Hempfield Electric,	173,024	5	..	..	..
Greenfield Avenue, . . .	6,688,055	5	26,248 50	259,834 98	286,073 48
Hestonville, Mantua and Fairmount,	2,200,140	5	6,302 32	47,616 58	54,518 90
Johnstown, . . .	734,162	5	3,500 59	27,337 40	30,837 99
Lancaster City, *	580,360	5	..	..	20,878 45
Lancaster Traction Company, *	738,750	5	..	..	..
Lebanon and Annville, . . .	..	5	..	..	..
Lebanon Avenue, . . .	..	5	..	..	..
Lombard and South Streets, . . .	7,464,397	5	4,765 85	45,302 79	50,068 64
Manayunk and Roxboro' Incline, . .	..	5	17,831 55	192,286 04	210,117 59
Millvale, . . .	..	5	4,532 97	16,439 04	20,972 01
Manayunk and Roxboro' Incline, . .	..	5	404 97	4,939 68	5,344 65
Second Avenue, . . .	196,148	5	7,084 16	64,601 98	71,686 14
Second and Third Streets, . . .	2,362,962	5	21,479 38	865,534 85	887,014 23
Shamokin, . . .	12,035,368	5	936 56	16,572 05	17,508 61
Shenango Valley, . . .	216,315	5	85 23	6,831 27	6,936 50
Stroudsburg, . . .	104,006	5	14 00	3,475 00	3,489 00
Sunbury and Northumberland Electric,	217,728	5	2,911 50	13,288 81	16,300 31
Troy Hill Incline Plane and Bridge Company,	..	5	8,403 00	6,800 99	7,203 99
Union, Chester, Pa., . . .	1,491,287	5	8,180 67	51,617 85	59,738 52
Uniontown, . . .	323,718	5	751 90	9,021 91	9,773 81
Washington Electric, . . .	265,844	5	400 17	10,594 00	10,994 17
West Chester, . . .	236,074	5	..	..	14,983 45
West End, Lancaster, *	435,764	5	..	..	23,121 35
White Electric Traction, . . .	211,523	5	4,020 72	19,100 63	..
Williamsport, . . .	1,418,635	5	3,652 15	46,336 00	50,048 15
Wilkes-Barre and Wyoming Valley Traction,	3,007,597	5	..	..	60,407 25
York, . . .	663,643	5	277 55	25,860 58	26,138 13
	288,737,020	..	\$555,977 01	\$8,161,880 44	\$9,040,067 43

† Included in report of Millvale.

* For fractional part of a year only.

TABLE E—RECEIPTS.

NAME OF COMPANY.	Passengers.	Rent.	Manure.	Other Sources.	Total.
Allentown and Bethlehem Rapid Transit,	\$165,121 49				\$166,485 88
Altoona and Logan Valley Electric, *	3,241 81			\$1,364 89	3,241 81
Beaver Valley Traction,	65,222 70				65,581 59
Braddock Electric, *	2,989 15			358 89	2,989 15
Braddock and Turtle Creek,	20,147 65	22 00			20,169 65
Bradford and Kondal,	4,325 01			218 72	4,543 73
Carbondale Traction, *	17,614 08			27,187 95	44,752 01
Catharine and Bainbridge,		9,000 00			9,000 00
Central Traction,	188,721 79	3,657 45			187,379 24
Chelton Avenue,	12,588 12	144 00	103 03		12,988 20
Citizens', Norristown,	11,546 70	128 88	654 97	103 05	12,133 05
Citizens', McKeesport, *	9,997 85			2 50	10,247 85
Citizens', Traction,	711,577 99	400 00		250 00	722,087 75
City, Altoona,	74,572 13			11,641 45	86,213 58
Columbia and Ironville,	5,168 71				5,168 71
Continental,		120,000 00			120,000 00
Cornellsville, New Haven and Leisenring,	17,354 35				17,354 35
DuBois Traction,	11,341 75			780 40	12,122 15
Duquesne Traction,	367,714 09				369,040 34
East End, Williamsport, *	997 65			11,326 25	12,323 90
East Harrisburg,	170,805 10				170,805 10
East Reading, *	16,140 58	373 50			16,514 08
Easton Transit Company,	29,629 86				29,629 86
Empire,	44,965 06	75 00	162 60		45,102 66
Erle City Electric,	155,374 50				155,374 50
Federal Street and Pleasant Valley,	397,123 99	310 67			397,434 66
Fort Pitt Incline Plane,	7,116 95				7,116 95
Forty-third Street and Bloomfield Street,†				10,079 92	10,079 92
Frankford and Southwark,	1,109,446 24				1,109,446 24
Germantown,		175 00	2,963 20		3,138 20
Green and Coates Streets,	60,000 00	135,000 00			195,000 00
Greensburg and Hempfield Electric,	10,143 96	43 00			10,186 96
Greenfield Avenue,	3,797 55			350 78	4,148 33
Harrisburg City,	325,711 81	15,777 00			341,488 81
Hestonville, Mantua and Fairmount,	110,507 00		1,427 01		111,934 01
Johnstown,	35,069 04				35,069 04
Lancaster City, *	51,146 20				51,146 20
Lancaster Traction, *	35,391 30				35,391 30
Lebanon and Anville,	40,037 25				40,037 25
Lehigh Avenue,	286,218 00	210 00			286,428 00
Lombard and South Streets,	21,855 01	2,250 00			24,105 01
Manayunk and Roxboro Incline,	5,845 65	99 00	1,070 59		7,015 24
Millvale,	39,745 50		173 00		39,918 50
Monongahela Incline Plane,	6,300 00	320 00			6,620 00
Mount Oliver Incline,	9,735 80			8,585 71	18,321 51
New Castle Electric,	9,809 94	60 00			9,869 94
Norristown,				144 00	144 00

Nunnery Hill Incline Plane,	6,763 10					6,763 10
Pennsylvania Motor Company,	12,411 88					12,411 88
Peoples' Philadelphia,	1,167,979 87					1,167,979 87
Peoples' Electric, Rochester, Pa.,	17,208 55					17,208 55
Philadelphia City,						
Philadelphia and Darby,						
Philadelphia and Gray's Ferry,						
Philadelphia Traction,	4,796,920 52					4,796,920 52
Pittsburg, Allegheny and Manchester Traction,	482,347 30					482,347 30
Pittsburg, Allegheny and Manchester Passenger,						
Pittsburg and Birmingham Passenger,						
Pittsburg Traction,	332,049 34					332,049 34
Pittsburg Incline Plane,	422,560 62					422,560 62
Pittsburg Union,						
Pittsburg and West End,						
Pittston,	121,576 78					121,576 78
Pottstown,*	6,772 10					6,772 10
Punxsutawney,	1,454 10					1,454 10
Reading City,*	10,874 33					10,874 33
Reading and South Western,	111,595 52					111,595 52
Reading Traction,*	25,910 10					25,910 10
Ridge Avenue,*	43,885 41					43,885 41
Saint Clair Incline,	65,108 28					65,108 28
Schuykill Electric,	17,115 95					17,115 95
Scranton,	39,315 83					39,315 83
Scranton Suburban,						
Scranton Traction,	128,928 01					128,928 01
Second Avenue,	111,379 55					111,379 55
Second and Third Streets,						
Seventeenth and Nineteenth Streets,	604,353 87					604,353 87
Shamokin,						
Shenango Valley,*	11,510 60					11,510 60
Stroudsburg,	10,815 75					10,815 75
Sunbury and Northumberland Electric,	5,198 09					5,198 09
Thirteenth and Fifteenth Streets,	9,329 55					9,329 55
Troy Hill Incline Plane and Bridge Company,						
Union, Philadelphia,	16,322 77					16,322 77
Union, Chester, Pa.,						
Uniontown,	74,565 30					74,565 30
Washington Electric,	15,655 82					15,655 82
West Chester,	11,219 28					11,219 28
West End, Lancaster,*	18,366 89					18,366 89
West Philadelphia,	25,636 89					25,636 89
White Electric Traction,*						
Williamsport,	10,576 75					10,576 75
Wilkes-Barre and Wyoming Valley Traction,	67,657 55					67,657 55
York,	249,407 66					249,407 66
	31,897 20					31,897 20
Totals,	\$13,720,769 87	\$876,851 71	\$31,004 74	\$1,339,049 68	\$16,067,576 00	

* For fractional part of a year only.

† Included in report of Millvale.

TABLE F--ACCIDENTS.

NAME OF COMPANY.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Allentown and Bethlehem Rapid Transit,		10			1	12	1	25
Altoona and Logan Valley Electric,		4				4		8
Beaver Valley Traction,		4				1		5
Braddock and Turtle Creek,						1		1
Carbondale Traction,						1		1
Central Traction,			1	4	5	14	6	18
Citizens' Steelton,						1		1
Citizens' Traction,		1			2	3	2	3
City - Altoona,		2			1	3	1	3
Duquesne Traction,		2		2	4	8	5	10
East Harrisburg,								4
Easton Traction Company,					1	5	1	5
Erie City Electric,	1	8		2		3	1	13
Federal Street and Pleasant Valley,				1	2	6	2	7
Frankford and Southwark,	2	9				2	2	11
Greenfield Avenue,						1		1
Hestonville, Manrua and Fairmount,		8						8
Lancaster Traction,								2
Lebanon and Annville,					2			
Lombard and South Streets,		12			1		1	12
Millvale,								1
Peoples', Philadelphia,		31		2	6		6	33
Peoples', Scranton,*								
Philadelphia Traction,	2	86	1	2		45	8	133
Pittsburgh, Allegheny and Manchester Traction,		4			5	4	5	4
Pittsburgh and Birmingham Traction,			1		12	4	13	4
Pittsburgh Traction,		11		3	1	5	1	13
Pittsburgh and West End,					4	3	4	3
Reading City,		3				1		4
Reading and South Western,							1	
Schuylkill Electric,		1			2		2	1
Scranton Traction,		11			2	3	2	14
Second Avenue,		3			3	3	3	6
Shamokin,						1		1
Shenango Valley,								
Union, Chester, Pa.,	1	26		1			1	27
Washington Electric,		1						1
West Chester,					1		1	
West End,								
Williamsport,					1		1	
York,						2		2
Totals,	7	233	3	21	63	138	73	392

* Included in report of Scranton Traction Company.

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

NAME OF COMPANY.	1888.	1889-90.	1890-91.	1891-92.	1892-93.
Allentown, . . . Bethlehem Rapid Transit,	\$45,260 00	\$45,260 00	\$45,260 00	\$200,000 00	\$200,000 00
Allentown and Milwate, . . .			2,400 00	1,000,000 00	1,000,000 00
Allegheny and Bellevue, . . .			50,000 00		
Allegheny Street Railway Company,		5,000 00	50,000 00		
Altoona and Hollidaysburg, . . .			5,000 00		250,000 00
Altoona and Logan Valley Electric,					
Athens, Sayre and Waverly Electric,			1,000 00		
Beaver, . . .			10,000 00		
Beaver Falls, College and Metamore Electric,			60,000 00		60,000 00
Beaver Valley, . . .	30,000 00	30,000 00	60,000 00	300,000 00	300,000 00
Beaver Valley Traction, . . .					
Bellevue and Pittsburg, . . .			400 00		400 00
Bethlehem and Allentown, . . .					
Bethlehem and South Bethlehem,					
Bloomfield and Shady Side, . . .					
Braddock Electric, . . .					
Braddock and Britton Electric,			4,800 00		60,000 00
Braddock and McKeesport Electric	10,000 00	50,000 00	75,000 00		300,000 00
Braddock and Turtle Creek, . . .	12,100 00	600 00			100,000 00
Bradford and Kendall, . . .		300 00			200,000 00
Boyd Street, . . .					
Cambria and Somerset Streets, . . .		1,600 00	6,310 00	56,000 00	98,000 00
Capital City, . . .	11,300 00		600 00		
Carbondale and Jermyn Electric,			800 00		
Carbondale Traction, . . .		150,000 00	50,000 00	60,787 50	60,850 00
Catharine and Bainbridge, . . .			1,500 00		12,000 00
Centennial, . . .			748,737 50	896,067 50	
Central Traction, . . .	100,000 00		6,000 00	6,000 00	60,000 00
Central Electric, . . .			3,900 00	3,900 00	3,900 00
Chelton Avenue, . . .	100,000 00	100,000 00	150,000 00	150,000 00	150,000 00
Chester, . . .					100,000 00
Chester and Media Electric,					31,950 00
Citizens', McKeesport, . . .	192,500 00	192,500 00	192,500 00	192,500 00	192,500 00
Citizens', Philadelphia, . . .				200,000 00	200,000 00
Citizens', Pittsburg, . . .	49,520 00	49,520 00	49,520 00	49,520 00	52,520 00
Citizens', Norristown, . . .			729 28		
Citizens', Beaver Falls, . . .					
Citizens', Fairmount Park, . . .		4,800 00	4,800 00		
Citizens', North Philadelphia, . . .		3,600 00	3,600 00		
Citizens', South Philadelphia, . . .		3,000 00	3,000 00		
Citizens', Street Passenger, . . .	2,500,000 00	2,500,000 00	2,800,000 00	3,000,000 00	3,000,000 00
Citizens', Traction, . . .				11,940 51	134,284 97
Citizens', Steelton, . . .	68,000 00	68,000 00	148,990 00	180,000 00	198,200 00
City Altoona, . . .					
City Line, . . .			1,000 00		

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1888.	1889-90.	1890-91.	1891-92.	1892-93.
Coalville,	\$62,700 00	\$62,700 00	\$61,500 00	..	..
Columbia and Ironville, . . . . .	..	..	..	..	\$75,000 00
Continental,	580,000 80	580,000 00	580,000 00	\$580,400 00	580,000 00
Cornellsville, New Haven and Leisenring, . . . . .	..	..	..	70,000 00	70,000 00
Craig Street, . . . . .	..	42,000 00	42,000 00	..	..
Cumberland Street, . . . . .	..	550 00	500 00	..	..
Diamond Street, . . . . .	..	3,000 00	3,000 00	..	..
Duquesne Street, . . . . .	..	100,000 00	100,000 00	..	..
DuBois Traction, . . . . .	..	..	3,000,000 00	13,600 00	15,000 00
Puquesne Traction, . . . . .	..	..	..	3,000,000 00	3,000,000 00
East End (Lancaster),	15,000 00	..	600 00	..	..
East End (Penn Avenue), . . . . .	..	600 00	..	..	..
East End (Washington Street), . . . . .	..	..	3,600 00	..	..
East End, Williamsport, . . . . .	..	..	..	..	..
East Harrisburg, . . . . .	..	..	..	..	12,000 00
East Reading, . . . . .	..	..	..	149,987 50	477,868 56
Easton Traction Company, . . . . .	..	..	100,000 00	100,000 00	100,000 00
Elizworth,	80,000 00	120,000 00	120,000 00	120,000 00	155,000 00
Erie City, . . . . .	..	1,200 00	..	..	..
Erie City Electric,	50,000 00	50,000 00	50,000 00	100,000 00	100,000 00
Exchange Street, . . . . .	..	400,000 00	400,000 00	700,000 00	700,000 00
Fairhill Passenger, . . . . .	..	100 00	100 00	..	..
Fairmount Palace Car, . . . . .	..	..	4,800 00	..	..
Federal Street and Pleasant Valley,	100,000 00	1,300,000 00	1,300,000 00	1,400,000 00	1,400,000 00
Fifth Avenue, West End and Crafion, . . . . .	..	1,840 00	..	..	..
Forbes Street, . . . . .	..	..	4,200 00	..	..
Forbes Street and Shady Avenue, . . . . .	..	1,200 00	..	..	..
Fort Pitt, Incline Plane,	60,040 00	60,000 00	60,000 00	60,000 00	60,000 00
Forty-third Street and Bloomfield street,	500,500 00	50,000 00	500 00	..	..
Fourth Street, . . . . .	..	300 00	300 00	..	..
Frankford and Southwark, . . . . .	..	1,000,000 00	1,250,000 00	1,250,000 00	1,500,000 00
Fremont Street,	750,000 00	..	500 00	..	..
German town,	572,800 00	572,800 00	572,800 00	572,800 00	572,800 00
Grant Street, . . . . .	..	500 00	300 00	..	..
Glenshaw, . . . . .	..	..	3,000 00	..	..
Green and Cones Streets,	150,000 00	150,000 00	150,000 00	150,000 00	150,000 00
Greensburg and Hempfield Electric, . . . . .	..	8,800 00	50,000 00	59,250 00	59,250 00
Greensburg and Suburban Street, . . . . .	..	600 00	..	..	..
Greenfield Avenue, . . . . .	..	..	600 00	..	..
Harrisburg City,	100,000 00	100,000 00	125,000 00	6,000 00	6,000 00
Hestonville, Mantua and Fairmount,	299,381 36	299,381 36	299,381 36	299,381 36	299,381 36
Highland Park, . . . . .	..	..	15,000 00	..	..
Highland Street, . . . . .	..	..	300 00	..	..
Hill Top Traction, . . . . .	..	..	300 00	..	..
Holmesburg, Tacony and Frankford Electric, . . . . .	..	..	3,550 00	..	..
Honewood Avenue,	1,200 00	1,200 00	..	..	..
Howe Street,	1,800 00	1,800 00	1,800 00	..	..
Jackson Street, . . . . .	..	..	500 00	..	..

Johnstown,	100,000 00	100,000 00	137,500 00	137,500 00	185,000 00
Kessler Street Connecting,	45,800 00	63,900 00	40,000 00	63,900 00	5,000 00
Lancaster City,	40,000 00	40,000 00	1,410 00	40,000 00	529,350 00
Lancaster and Millersville,	40,000 00	1,410 00	15,000 00	1,410 00	550,000 00
Lancaster and Liftiz,	100,000 00	15,000 00	300,000 00	100,000 00	100,000 00
Lancaster Traction,	100,000 00	200,000 00	374,842 50	300,000 00	399,950 00
Larimer Street,	100,000 00	474,842 50	58,475 00	374,842 50	374,842 50
Lebanon and Anville,	200,000 00	58,475 00	10,000 00	58,475 00	58,475 00
Lehigh Avenue,	200,000 00	1,500 00	600 00	200,000 00	1,500 00
Lombard and South Streets,	200,000 00	600 00	500 00	600 00	600 00
Lombard and Roxboro' Incline,	200,000 00	25,000 00	500 00	25,000 00	25,000 00
Manayunk and Roxboro' Incline,	200,000 00	500 00	500 00	500 00	500 00
Manayunk and Girardville and Ashland,	200,000 00	3,000 00	1,500 00	15,000 00	97,550 00
Manayunk and Girardville and Ashland,	200,000 00	15,000 00	1,500 00	4,509 23	4,513 23
Market Square,	200,000 00	600 00	600 00	600 00	2,400 00
Market Street,	200,000 00	600 00	600 00	600 00	600 00
Marshall Street,	200,000 00	600 00	600 00	600 00	600 00
McKeesport and Duquesne Street,	200,000 00	600 00	600 00	600 00	600 00
Middletown, Highspire and Steelton,	200,000 00	600 00	600 00	600 00	600 00
Midvale,	200,000 00	600 00	600 00	600 00	600 00
Millvale,	200,000 00	600 00	600 00	600 00	600 00
Millvale, Etma and Sharpville,	200,000 00	600 00	600 00	600 00	600 00
Monongahela,	200,000 00	600 00	600 00	600 00	600 00
Monongahela and Banks Streets,	200,000 00	600 00	600 00	600 00	600 00
Monongahela Incline Plane,	200,000 00	600 00	600 00	600 00	600 00
Mount Olive Incline,	200,000 00	600 00	600 00	600 00	600 00
Nay-Aug Cross Town,	200,000 00	600 00	600 00	600 00	600 00
Naticoke,	200,000 00	600 00	600 00	600 00	600 00
New Brighton Electric,	200,000 00	600 00	600 00	600 00	600 00
New Castle Electric,	200,000 00	600 00	600 00	600 00	600 00
Norristown,	200,000 00	600 00	600 00	600 00	600 00
North End,	200,000 00	600 00	600 00	600 00	600 00
North Philadelphia,	200,000 00	600 00	600 00	600 00	600 00
Northern,	200,000 00	600 00	600 00	600 00	600 00
Nunnery Hill Incline Plane,	200,000 00	600 00	600 00	600 00	600 00
Oakmont and Verona Traction,	200,000 00	600 00	600 00	600 00	600 00
Observatory Hill,	200,000 00	600 00	600 00	600 00	600 00
Oil City,	200,000 00	600 00	600 00	600 00	600 00
Park Street,	200,000 00	600 00	600 00	600 00	600 00
Penn Street,	200,000 00	600 00	600 00	600 00	600 00
Pennsylvania Motor Company,	200,000 00	600 00	600 00	600 00	600 00
Peoples' Park,	200,000 00	600 00	600 00	600 00	600 00
Peoples', Philadelphia,	200,000 00	600 00	600 00	600 00	600 00
Peoples', Electric Street,	200,000 00	600 00	600 00	600 00	600 00
Peoples', Scranton,	200,000 00	600 00	600 00	600 00	600 00
Peoples', Pittsburgh,	200,000 00	600 00	600 00	600 00	600 00
Perkion Avenue,	200,000 00	600 00	600 00	600 00	600 00
Perry Street,	200,000 00	600 00	600 00	600 00	600 00
Philadelphia City,	200,000 00	600 00	600 00	600 00	600 00
Philadelphia and Darby,	200,000 00	600 00	600 00	600 00	600 00
Philadelphia and Gray's Ferry,	200,000 00	600 00	600 00	600 00	600 00
Philadelphia Traction,	200,000 00	600 00	600 00	600 00	600 00
Pittsburgh, Allegheny and Manchester Passenger Railway Company,	200,000 00	600 00	600 00	600 00	600 00
Pittsburgh, Allegheny and Manchester Traction Company,	200,000 00	600 00	600 00	600 00	600 00
Pittsburgh and Birmingham Passenger,	200,000 00	600 00	600 00	600 00	600 00
Pittsburgh and Birmingham Traction,	200,000 00	600 00	600 00	600 00	600 00

* Included in report of Millvale Passenger Railway Company.

* Included in report of Wilkes-Barre and Wyoming Valley Traction Company.

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS--CONTINUED.

NAME OF COMPANY.	1888.	1889-90.	1890-91.	1891-92.	1892-93.
Pittsburgh, Oakland and East Liberty,	.....	\$150,000 00	\$150,000 00	.....	\$150,000 00
Pittsburgh, Glenwood and Homeslead,	.....	.....	2,000 00	.....	.....
Pittsburgh Passenger,	.....	1,500 00	1,500 00	.....	.....
Pittsburgh Traction,	\$1,500,000 00	1,750,000 00	1,900,000 00	1,900,000 00	1,900,000 00
Pittsburgh Incline Plane,	.....	150,000 00	150,000 00	150,000 00	150,000 00
Pittsburgh Union,	82,755 00	82,755 00	82,755 00	82,755 00	100,000 00
Pittsburgh and West End,	86,000 00	110,000 14	110,000 14	124,000 00	1,500,000 00
Pittston,	10,000 00	10,000 00	10,000 00	200 00	200 00
Pittston, Moosie and Pleasant Valley,	.....	.....	14,000 00	.....	1,400 00
Plymouth,	.....	.....	400 00	.....	400 00
Pontiac,	.....	.....	.....	.....	40,500 00
Punxsutawney Street,	.....	.....	.....	.....	13,000 00
Rapid Transit, Wallingford,	.....	.....	1,400 00	.....	.....
Rapid Transit Electric, Philadelphia,	.....	.....	50,000 00	.....	.....
Reading City,	150,000 00	250,000 00	281,250 00	350,000 00	350,000 00
Reading and South Western,	.....	.....	32,450 00	130,000 00	130,000 00
Reading Traction,	.....	.....	.....	.....	1,000,000 00
Ridge Avenue,	420,000 00	420,000 00	420,000 00	420,000 00	420,000 00
Riverside,	.....	.....	.....	.....	.....
Ross Street,	.....	130 00	180 00	.....	.....
Saint Clair Incline,	6,000 00	150 00	150 00	150,000 00	150,000 00
Schuylkill Electric,	.....	.....	.....	.....	150,000 00
Schuylkill River,	50,000 00	50,000 00	50,000 00	50,000 00	50,000 00
Scranton,	49,310 00	100,000 00	100,000 00	100,000 00	100,000 00
Scranton Suburban,	.....	.....	.....	.....	2,000,000 00
Scranton Traction,	.....	.....	.....	.....	400,000 00
Second Avenue,	30,000 00	30,000 00	300,000 00	400,000 00	400,000 00
Second and Third Streets,	771,076 25	848,160 00	771,076 25	771,076 25	848,160 00
Seventeenth and Nineteenth Streets,	250,000 00	250,000 00	250,000 00	250,000 00	250,000 00
Sewickley,	.....	.....	1,925 00	.....	.....
Shamokin,	.....	.....	17,500 00	46,145 00	.....
Shenango Valley,	.....	.....	800 00	.....	50,000 00
South End,	.....	.....	.....	.....	150,000 00
South Side, Pittsburgh,	38,400 00	38,400 00	3,600 00	.....	.....
Stroudsburg,	25,600 00	25,600 00	25,600 00	58,400 00	38,400 00
Sunbury and Northumberland Electric,	1,000 00	75,000 00	55,000 00	23,600 00	46,400 00
Swissvale Electric,	.....	.....	55,000 00	125,000 00	125,000 00
Swissvale and Wilkinsburg,	.....	.....	2,300 00	.....	.....
Sylvan Street,	.....	3,300 00	3,300 00	.....	.....
Thirteenth and Fifteenth Streets,	.....	2,400 00	2,400 00	.....	.....
Trans-Allegheny,	334,529 44	334,529 44	334,529 44	334,529 44	334,529 44
Troy Hill Incline Plane and Bridge Company,	.....	.....	200,000 00	.....	.....
Twenty-second Street and Allegheny Avenue, Philadelphia,	.....	200,000 00	200,000 00	200,000 00	200,000 00
Turtle Creek Valley Electric,	.....	.....	50,000 00	50,000 00	.....
Union, Philadelphia,	925,000 00	925,000 00	2,500 00	.....	.....
Union, Rochester, Pa.,	.....	925,000 00	925,000 00	925,000 00	925,000 00
Union, Chester, Pa.,	1,235 00	1,235 00	1,235 00	.....	.....
Union Line,	.....	600 00	20,125 00	40,000 00	100,000 00
	.....	.....	1,200 00	.....	.....

Montown.	50,000 00	50,000 00	50,000 00	50,000 00	50,000 00
Venango.	420 00	4,200 00	4,200 00	4,200 00	4,200 00
Verner.	6,000 00	6,000 00	6,000 00	6,000 00	6,000 00
Verona and Oakmont.	150 00	150 00	150 00	150 00	150 00
Versailles Traction.	5,000 00	5,000 00	5,000 00	5,000 00	5,000 00
Walnut Street Connecting.	3,484 93	3,484 93	3,484 93	3,484 93	3,484 93
Warren.	38,160 00	38,160 00	38,160 00	38,160 00	38,160 00
Washington Electric.	60,000 00	60,000 00	60,000 00	60,000 00	60,000 00
West Chester.	225,000 00	225,000 00	225,000 00	225,000 00	225,000 00
West End Street (Lancaster).	750,000 00	750,000 00	750,000 00	750,000 00	750,000 00
West Philadelphia.	1,000 00	1,000 00	1,000 00	1,000 00	1,000 00
West Philadelphia.	17,500 00	17,500 00	17,500 00	17,500 00	17,500 00
White Electric Traction.	35,000 00	35,000 00	35,000 00	35,000 00	35,000 00
Wilkinsburg.	14,300 00	14,300 00	14,300 00	14,300 00	14,300 00
Wilkes-Barre and East Liberty.	110,000 00	110,000 00	110,000 00	110,000 00	110,000 00
Williamsport.	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Wilkes-Barre and Kingston.	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Wilkes-Barre and Suburban.	91,650 00	91,650 00	91,650 00	91,650 00	91,650 00
Wilkes-Barre and Wyoming Valley Traction.	1,000 00	1,000 00	1,000 00	1,000 00	1,000 00
Wissahickon.	1,000 00	1,000 00	1,000 00	1,000 00	1,000 00
York.	82,950 00	82,950 00	82,950 00	82,950 00	82,950 00
Total.	\$18,627,567 25	\$26,665,578 59	\$54,622,120 26	\$45,462,264 79	\$55,426,912 21

COMPARATIVE STATEMENT FOR FIVE YEARS—AMOUNT OF FUNDED AND FLOATING DEBT.

NAME OF COMPANY.	1888.	1889-90.	1890-91.	1891-92.	1892-93.
Allentown.	\$10,000 00	\$78,162 53	\$75,000 00	\$200,000 00	\$200,000 00
Allentown and Bethlehem Rapid Transit.				552,650 27	748,096 50
Allegheny and Bellevue.			62,000 00		
Allegheny Street Railway Company.			118,000 00		
Beaver Valley Traction.	17,500 00	16,750 00		167,000 00	225,875 44
Bethlehem and Allentown.				100,000 00	100,000 00
Bethlehem and South Bethlehem.				200,000 00	200,000 00
Bradford Electric.			1,200 00	41,200 00	41,200 00
Braddock and McKeesport Electric.			250 00		
Braddock and Turtle Creek.			50,000 00	50,000 00	50,000 00
Carbondale Traction.					177,908 73
Carbondale and Jermyn Electric.	9,500 00				
Catharine and Bainbridge.					
Central Traction.	19,974 49	150,000 00	150,000 00	150,000 00	150,000 00
Chelton Avenue.			428,742 56	395,000 00	425,000 00
Chelton and Media Electric.			26,500 00	63,988 02	87,463 48
Citizens' McKeesport.					100,000 00
Citizens' Pitsburg.					31,647 38
Citizens' Norristown.	50,000 00	7,000 00	6,800 00	8,200 00	9,000 00
Citizens' Steelton.	4,500 00			1,000 00	30,917 50

Philadelphia City	300,000 00	300,000 00	300,000 00	300,000 00	300,000 00	300,000 00
Philadelphia and Darby,	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Philadelphia Traction,	1,274,000 00	1,226,000 00	1,193,000 00	1,124,000 00	1,133,000 00	1,124,000 00
Pittsburg, Allegheny and Manchester Traction Company,	200,000 00	200,000 00	1,354,783 50	1,687,951 01	1,687,951 01	1,768,259 37
Pittsburg and Manchester Passenger Railway Company,	75,000 00	75,000 00	75,000 00	75,000 00	75,000 00	75,000 00
Pittsburg and Birmingham Passenger,	1,500,000 00	1,685,418 02	1,685,418 02	1,687,324 39	1,522,826 69	1,522,826 69
Pittsburg and Birmingham Traction,	7,000 00	7,000 00	7,000 00	7,000 00	7,000 00	7,000 00
Pittsburg, Oakland and East Liberty,	51,337 53	761,206 38	761,206 38	754,202 15	754,715 18	754,715 18
Pittsburg Traction,	250,000 00	250,000 00	250,000 00	250,000 00	250,000 00	250,000 00
Pittsburg Incline Plane,	112,930 28	100,000 00	100,000 00	100,000 00	82,755 00	82,755 00
Pittsburg Union,	66,394 32	31,000 00	31,000 00	175,000 00	506,000 00	506,000 00
Pittsburg and West End,					35,842 13	35,842 13
Pottstown,						18,790 42
Punxsutawney Street,						
Rapid Transit Electric, Philadelphia,	37,000 00	133,800 00	164,800 00	124,800 00	125,350 00	125,350 00
Reading City				13,243 08	14,943 64	14,943 64
Reading and South Western,						101,845 82
Reading Traction,					36,000 00	
Ridge Avenue,	67,000 00	60,000 00			75,000 00	75,000 00
Saint Clair Incline,						90,689 50
Schuykill Electric,						100,000 00
Scranton,	38,792 78	210,256 97	200,000 00	200,000 00	200,000 00	200,000 00
Scranton Suburban,			100,000 00			75,000 00
Scranton Traction,	45,293 39			150,000 00	150,000 00	1,046,694 19
Second Avenue,	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Seventeenth and Nineteenth Streets,			2,000 00	22,108 66	28,500 00	28,500 00
Shamokin,					65,176 00	65,176 00
Shenango Valley,						19,000 00
South Side, Pittsburg,	19,000 00	19,000 00	19,000 00	19,000 00	19,000 00	19,000 00
Stroudsburg,		700 00	600 00			
Sunbury and Northumberland Electric,		65,000 00	83,136 42	65,000 00	104,380 23	104,380 23
Thirteenth and Fifteenth Streets,	170,000 00	170,000 00	156,000 00	190,000 00	190,000 00	190,000 00
Troy Hill Incline Plane and Bridge Company,		105,000 00	105,000 00	105,000 00	105,000 00	105,000 00
Troy Hill Passenger Railway Company,		97,000 00	97,000 00			
Union, Philadelphia,			750,000 00	750,000 00	750,000 00	750,000 00
Union, Rochester, Pa.,						
Union, Chester, Pa.,	750,000 00	8,000 00			324,024 60	324,024 60
Union Line,						
Uniontown,						
Versailles Traction,						
Warren,						
Washington Electric,				46,000 00	49,000 00	49,000 00
West Chester,					2,300 00	2,300 00
West End Street, Lancaster,					11,818 20	11,818 20
West Philadelphia,					24,654 67	24,654 67
White Electric Traction,				2,000 00	25,000 00	25,000 00
Wilkes-Barre and East Liberty,	996,000 00	996,000 00	235,678 00	90,000 00	52,500 00	52,500 00
Williamsburg and East Liberty,			996,000 00	245,400 00	240,000 00	240,000 00
Williamsport,	3,250 00			996,000 00	996,000 00	996,000 00
Wilkes-Barre and Suburban,	30,700 53	3,250 00		39,559 10	24,458 84	24,458 84
Wilkes-Barre and Wyoming Valley Traction,	29,271 71	5,500 00				
York,	7,000 00	20,000 00	5,500 00			
	\$10,126,559 18	\$12,870,982 70	\$16,699,488 88	\$22,091,385 05	\$26,506,709 31	\$26,506,709 31

* Included in report of Wilkes-Barre and Wyoming Valley Traction Company. † Included in report of Millvale Passenger Railway Company.

COMPARATIVE STATEMENT FOR FIVE YEARS--COST OF ROAD AND EQUIPMENT

NAME OF COMPANY.	1888.	1889-90.	1890-91.	1891-92.	1892-93.
Allentown.	\$39,686 84	\$111,665 06	\$118,208 06	\$500,000 00	\$400,000 00
Allentown and Bethlehem Rapid Transit,				521,327 44	689,128 71
Allentown and Bellevue.			22,000 00		
Allegheny Street Railway Company. . . .			78,000 00		
Altoona and Logan Valley Electric, . . .	51,269 63	53,759 00		140,000 00	139,000 00
Beaver Valley.			60,867 43	225,354 51	284,507 52
Beaver Valley Traction,					140,000 00
Beaver Valley Street,					200,000 00
Bethlehem and Allentown,				200,000 00	200,000 00
Bethlehem and South Bethlehem,				400,000 00	400,000 00
Bradock Electric,*			2,169 59	93,716 57	115,285 18
Bradock and Turtle Creek,			95,000 00	108,508 22	123,392 49
Bradford and Kendall,	18,409 41		12,000 00	113 46	363 47
Catharine and Rainbridge,				286,567 50	725,067 32
Carbondale Traction,	141,896 76				300,000 00
Central Traction,			1,244,400 77	1,215,251 36	1,259,631 90
Centennial,					12,639 84
Central Electric,				110,000 00	110,000 00
Chelton Avenue,	119,006 76		30,336 80	59,004 31	73,713 14
Chester,		120,744 34	150,000 00	150,000 00	150,000 00
Chester and Media Electric,				318,337 36	200,000 00
Citizens', Philadelphia,	312,134 57		312,134 57	164,209 54	318,337 36
Citizens', Pittsburg,				44,031 29	164,209 54
Citizens', Norristown,	44,166 54	44,031 29		9,386 97	45,733 65
Citizens', Steelton,					170,531 83
Citizens', McKeesport,					58,448 08
Citizens' Traction,				2,042,914 42	2,055,164 40
City, Altoona,	68,000 00	1,629,917 77	1,816,243 78	228,295 69	253,995 04
Coalville,	80,049 90	51,921 53	128,573 62		
Columbia and Ironville,	51,826 11		51,321 53		
Connellsville,					152,465 00
Connellsville, New Haven and Leisening,				263,653 65	263,653 65
Duquesne Traction,				89,111 61	96,379 80
DuBois Traction,				1,643,923 27	1,648,937 55
East End, Lancaster,				46,446 26	51,446 26
East End, Williamsport,					
East Harrisburg,					
East Reading,					
Easton, South Easton and West End,					
Easton Transit Company,					
Empire,					
Erie City,					
Erie City Electric,					
Federal Street and Pleasant Valley, . .					
Fort Pitt Incline Plane,					
Forty-third Street and Bloomfield Street,†					
Frankford and Southwark,					
Germanatown,					

Grant Street.	1,500 00	100,000 00	258,181 43	258,181 43
Green and Coates Streets.	50,000 00	112,571 05	118,500 00	118,500 00
Greenburg and Hempfield Electric.			3,733 13	12,800 00
Greenfield Avenue.	159,762 94	166,963 93	166,963 93	166,963 93
Harrisburg City.	350,949 76	332,079 96	556,899 90	556,899 90
Hestonville, Manua and Fairmount.		316,393 95	385,746 29	463,878 25
Johnstown.				5,835 20
Kessler Street C. meeting.	65,085 10	70,248 02	81,228 23	408,454 43
Lancaster City.	44,449 77	44,449 77		
Lancaster and Millersville.				1,129,327 34
Lancaster Traction Company.				193,557 84
Lebanon and Annville.	144,000 00	310 988 91	153,563 99	293,547 00
Lehigh Avenue.	757,707 39	810,489 16	817,284 44	814,965 01
Lombard and South Streets.	70,508 94	70,752 28	78,963 74	65,137 87
Manayunk and Roxboro' Incline.			53,655 31	53,655 31
Marshall Street.			14,731 49	78,060 79
Middletown, Higsbire and Steelton.			4,068 28	4,527 28
Millvale.			250,000 00	250,000 00
Monongahela Incline Plane.	250,000 00	250,000 00	91,899 52	91,899 52
Mount Oliver Incline.	119,387 52			
Naz-Ang Cross Town.	28,556 99			
New Castle Electric.				
Norristown.	39,946 25	29,668 76	43,070 25	44,838 94
Northern.		40,857 56	40,877 60	40,996 50
Nunnery Hill Incline Plane.	90,412 04		90,862 04	22,396 26
Observatory Hill.				99,862 04
Pennsylvania Motor Company.				
Penn Street, Pittsburg.			184,500 00	200,938 55
Peoples' Park.	407,350 31	403,055 31		222,089 46
Peoples', Philadelphia.	622,681 86	522,735 30	408,962 66	448,851 57
Peoples', Scranton.			749,376 72	738,841 77
Peoples' Electric, Rochester, Pa.,				293,514 62
Perkinston Avenue.	134,940 45			
Perry Street.		56,000 00		
Philadelphia City.	875,842 88	875,842 88	875,842 96	875,842 88
Philadelphia and Darby.				253,000 00
Philadelphia and Gray's Ferry.	249,514 40	249,514 49	249,514 40	1,624,267 07
Philadelphia Traction.			994,641 94	190,107 83
Pittsburg, Allegheny and Manchester Passenger Railway Company.	308,609 12	752,736 76	1,407,402 30	1,414,986 54
Pittsburg, Allegheny and Manchester Traction.	181,372 88		180,240 12	400,000 00
Pittsburg, Allegheny and Manchester Passenger.			1,600,865 10	352,474 55
Pittsburg and Birmingham Traction.	2,628,586 59	190,107 83	1,437,020 24	10,038 50
Pittsburg, Oakland and East Liberty.	400,000 00	1,445,341 69	400,000 00	1,400 00
Pittsburg Traction.				400,000 00
Pittsburg Incline Plane.	138,760 77			
Pittsburg Union.	131,155 44			
Pittsburg and West End.	164,042 75	188,231 85	244,911 90	62,472 70
Pittston.	10,000 00	10,000 00	32,500 00	36,790 42
Pittston, Moosic and Pleasant Valley.				477,977 20
Plymouth.				144,943 54
Potomac.				44,753 34
Pottstown.				
Punxsutawney.				
Reading City.	192,648 91	445,287 55	469,701 39	
Reading and South Western.			139,544 84	
Reading Traction.				

* Fractional part of year only.

† Included in report of Millvale Passenger Railway Company.

COMPARATIVE STATEMENT FOR FIVE YEARS—COST OF ROAD AND EQUIPMENT—CONTINUED.

NAME OF COMPANY.	1888.	1889-90.	1890-91.	1891-92.	1892-93.
Ridge Avenue,	\$582,659 50	\$582,933 50	\$584,811 00	\$584,811 00	\$584,811 00
Saint Clair Incline,	67,000 00	75,000 00	75,000 00	225,000 00	225,000 00
Schenykill Electric,	47,463 54	47,463 54	47,463 54	47,463 54	47,463 54
Schenykill River,	85,087 67	321,477 23	312,720 36	312,720 36	312,720 36
Seranton,	950,839 67	412,050 95	406,344 90	534,057 14	609,347 32
Seranton Suburban,	950,839 67	952,827 56	967,511 86	974,621 24	1,023,511 08
Seranton Traction,	81,851 13	81,851 13	81,851 13	81,851 13	81,851 13
Second Avenue,	24,593 87	24,627 84	24,626 00	24,627 78	46,400 00
Seventeenth and Nineteenth Streets,	338,566 86	338,566 86	338,566 86	343,181 59	343,181 59
Shamokin,	286,471 94	286,471 94	295,738 27	295,738 27	286,471 94
Shenango Valley,	209,226 98	209,226 98	209,226 98	209,226 98	209,226 98
South Side, Pitsburg,	1,338,028 96	1,338,028 96	1,338,028 96	1,338,028 96	1,338,028 96
Stroudsburg,	353,158 45	353,158 45	353,158 45	353,158 45	353,158 45
Suburban and Northumberland,	98,000 00	98,000 00	98,000 00	98,000 00	98,000 00
Thirteenth and Fifteenth Streets,	6,610 19	6,610 19	6,610 19	6,610 19	6,610 19
Troy Hill Incline Plane and Bridge Company,	4,743 10	4,743 10	4,743 10	4,743 10	4,743 10
Troy Hill Passenger Railway,	62,382 18	62,382 18	62,382 18	62,382 18	62,382 18
Twenty-Second Street and Allegheny Avenue, Philadelphia,	110,543 12	110,543 12	110,543 12	110,543 12	110,543 12
Union, Philadelphia,	248,576 45	248,576 45	248,576 45	248,576 45	248,576 45
Union, Chester, Pa.,	258,208 41	258,208 41	258,208 41	258,208 41	258,208 41
Uniontown,	2,252,572 79	2,252,572 79	2,252,572 79	2,252,572 79	2,252,572 79
Versailles Traction,	1,000 00	1,000 00	1,000 00	1,000 00	1,000 00
Warren,	102,240 69	102,240 69	102,240 69	102,240 69	102,240 69
Washington Electric,	386,622 87	386,622 87	386,622 87	386,622 87	386,622 87
West Chester,	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
West End,	125,354 05	125,354 05	125,354 05	125,354 05	125,354 05
West Philadelphia,	6,500,000 00	6,500,000 00	6,500,000 00	6,500,000 00	6,500,000 00
West Piquette and Wyoming,	172,383 67	172,383 67	172,383 67	172,383 67	172,383 67
White Electric Traction,	6,618,883 67	6,618,883 67	6,618,883 67	6,618,883 67	6,618,883 67
Wilkes-Barre and East Liberty,	172,383 67	172,383 67	172,383 67	172,383 67	172,383 67
Williamsport,	102,240 69	102,240 69	102,240 69	102,240 69	102,240 69
Wilkes-Barre and Kingston,	386,622 87	386,622 87	386,622 87	386,622 87	386,622 87
Wilkes-Barre and Suburban,	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Wilkes-Barre and Wyoming Valley Traction,	125,354 05	125,354 05	125,354 05	125,354 05	125,354 05
York,	6,500,000 00	6,500,000 00	6,500,000 00	6,500,000 00	6,500,000 00
Totals,	\$50,734,005 30	\$50,734,005 30	\$50,734,005 30	\$50,734,005 30	\$50,734,005 30

COMPARATIVE STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR FIVE YEARS.

NAME OF COMPANY.	1888.	1889-90.	1890-91.	1891-92.	1892-93.
Allentown.	205,645	447,670	279,220	1,891,409	3,292,003
Allentown and Bethlehem Rapid Transit.					34,363
Allentown and Lehigh Valley Electric, *					1,312,590
Beaver Valley Traction.	536,908	484,372	491,540	917,987	60,924
Bellevue and Pitsburg.				231,577	438,551
Bradock Electric.				16,004	86,494
Bradock and Turtle Creek.	87,338	99,464	89,589		374,559
Bradford and Kendall.					3,225,531
Carbondale Traction, *	35,578				263,495
Carbondale and Jermyn Electric.	1,002,235		3,049,852	3,444,512	
Central Traction.					
Chelton Avenue.			491,916	4,956,434	
Chester.	947,908	1,101,840	7,373,014	219,507	238,914
Citizens', Philadelphia.	7,286,286	267,194	258,965		211,687
Citizens', Norristown.	255,161				45,931
Citizens', Steelton.					14,549,850
Citizens', McKeesport.	6,952,131	10,832,192	12,547,868	18,009,998	1,532,279
Citizens', McKeesport.	405,597	503,152	503,152	1,168,684	
Citizens', Traction.	137,948	157,418	168,658		
City, Altoona.					120,809
Coalville.				210,240	345,352
Columbia and Ironville. *				5,417,348	6,889,970
Connellsville, New Haven and Leisenring.			408,861	161,880	231,088
Duquesne Traction.	111,202				
DuBois Traction.					2,901
East End, Lancaster.	544,569	1,041,978	1,370,659	2,701,202	3,523,357
East End, Williamsport, *	20,313	194,355	883,740	444,909	342,779
East Harrisburg.					629,779
East Reading. *				337,396	
Easton Transit.	277,908	300,295	327,872		
Easton, South Easton and West End.	768,149				5,635,482
Erie City.				2,946,457	7,942,480
Erie City Electric.		1,553,718	2,345,655	7,103,949	176,617
Federal Street and Pleasant Valley.	2,112,164	4,583,900	6,819,130	1,163,782	
Fort Pitt Inclined Plane.	316,498	284,829	252,872		
Forty-third Street and Bloomfield street, +					23,837,117
Frankford and Southwark.	13,654,292	15,078,276	16,252,191	16,683,044	204,015
Frankford and Hempfield Electric.			154,686	202,182	173,024
Greensburg and Hempfield Electric.					
Greenfield Avenue.	743,104	840,580	757,013		
Harrisburg City.	5,804,686	6,429,672	6,439,684	6,423,908	6,688,055
Hestonville, Mantua and Fairmount.			400,157	1,721,041	2,206,140
Johnstown.	158,031	296,600	521,793	673,804	734,162
Lancaster City. *	45,724	61,441	66,927		
Lancaster and Millersville.					580,360
Lancaster Traction Company, *				568,310	738,750
Lebanon and Annville.		66,640			
Lehigh Avenue.					
Lombard and South Streets.	6,849,110	7,184,720	7,455,454	7,367,176	7,464,397

+ Included in report of Millvale.

* For fractional part of a year only.

Washington Electric,	33, 717	286, 306	265, 344
West Chester,	95, 956	703, 183	236, 074
West End, Lancaster,*	487, 454	197, 386	455, 764
White Electric Traction,	272, 876	911, 460	211, 523
Williamsport,	489, 885	735, 229	1, 418, 635
Wilkes-Barre and Kingston,	375, 290	423, 169	3, 067, 597
Wilkes-Barre and Suburban,	292, 893	424, 109	663, 643
York,	2219, 506, 616	\$237, 781 172	\$238, 737, 020
	\$190, 506, 017	\$260, 655, 224	

* For fractional part of a year only.

COMPARATIVE STATEMENT FOR FIVE YEARS—RECEIPTS.

NAME OF COMPANY.	1888.	1889-90.	1890-91.	1891-92.	1892-93.
Allentown,	\$14, 854 66	\$26, 164 52	\$21, 218 75	\$9, 558 87	\$166, 485 88
Altoona and Bethlehem Rapid Transit,	22, 314 98	24, 375 06	25, 128 08	99, 074 94	3, 241 81
Altoona and Logan Valley Electric,*					65, 581 59
Beaver Valley,				46, 079 67	4, 570 75
Beaver Valley Traction,				9, 583 25	1, 470 50
Bethlehem and Allentown,				16, 266 58	2, 989 15
Bethlehem and South Bethlehem,				885 40	20, 169 65
Braddock Electric,*					4, 543 73
Braddock and Turle Creek,					44, 752 01
Bradford and Kendall,	4, 366 90	5, 135 38	4, 371 42		
Carbonade Traction,	1, 778 92				
Carbonade and Jermyn Electric,	52, 053 73		9, 000 00	9, 000 00	9, 000 00
Catharine and Bainbridge,			181, 319 10	169, 231 67	187, 379 24
Central Traction,					12, 498 20
Chelton Avenue,					
Chester,	43, 652 69	49, 923 61	24, 455 76	253, 189 23	12, 133 05
Citizens', Philadelphia,	346, 969 01	347, 147 00	338, 819 23	11, 319 45	10, 247 85
Citizens', Norristown,	18, 486 86	12, 384 62	12, 947 05		2, 129 55
Citizens', Stepleton,					722, 087 75
Citizens', McKeesport,*					86, 213 58
Citizens' Traction,					
City Altoona,	357, 825 17	646, 986 04	639, 377 87		5, 168 71
Coalville,	20, 289 70	21, 251 81	24, 774 89	664, 004 84	120, 000 00
Columbia and Ironville,	10, 807 88	11, 874 61	12, 455 05	79, 866 70	18, 134 75
CConnellsville,					369, 640 34
Connellsville, New Haven and Leisenring,					
Duquesne Traction,	120, 000 00	120, 000 00	120, 000 00	120, 000 00	
			20, 129 85	10, 592 61	
				283, 359 85	

* For fractional part of a year only.

COMPARATIVE STATEMENT FOR FIVE YEARS—RECEIPTS—CONTINUED.

NAME OF COMPANY.	1888.	1889-90.	1890-91.	1891-92.	1892-93.
DuBois Traction,	5,907 10			7,870 59	11,341 75
East End, Lancaster,					997 65
East End, Williamsport, *					356,402 56
East Harrisburg,	76,767 17	54,692 78	135,349 35	359,894 41	16,140 58
East Reading, *	1,010 94	9,492 60	18,329 22	21,036 55	
Easton, South Easton and West End	63,829 92	31,182 48	16,804 69	19,228 49	
Easton Transit Company,					43,294 53
Empire,					44,965 06
Erie City,	40,340 77			313,764 88	
Erie City Electric,					
Federal Street and Pleasant Valley,	95,402 10	75,147 00	112,136 73	136,492 62	155,685 17
Fort Pitt Incline Plane,	8,914 04	231,379 03	361,805 48	337,472 32	407,203 91
Forty-third Street and Bloomfield Street, † . .		9,712 60	9,111 55	7,297 46	7,116 35
Frankford and Southwark,					
Germanatown,	646,556 24	699,108 77	721,141 46	758,053 05	1,143,908 86
Green and Coates Streets,					152,375 00
Greensburg and Hempfield Electric,					61,251 07
Greenfield Avenue,			7,970 29	10,646 13	10,537 74
Harrisburg City,				203 08	3,797 55
Hestonville, Mantua and Fairmount,	44,496 43	45,653 06	88,783 38	15,934 85	16,777 00
Johnstown,	292,453 25	336,301 25	326,781 87	316,099 78	330,646 58
Lancaster City, *	40,441 90		20,009 95	291,416 77	251,722 31
Lancaster and Millersville,	23,076 92	30,341 73	99,183 05	67,564 58	87,834 71
Lancaster Traction, *	8,985 50	11,586 74	10,012 60		
Lehanon and Annville,					75,176 93
Lehigh Avenue,					35,703 36
Lomhard and South Streets,	265,941 79	3,331 96		24,400 25	41,637 15
Manayunk and Roxboro' Incline,	17,745 94	287,086 31	312,164 18	312,343 24	308,262 96
Manayunk City, Shenandoah, Girardville and Ashland, . .		18,732 35	20,311 81	21,507 15	22,144 21
Millvale,				5,972 79	
Monongahela Incline Plane,	46,423 95	51,586 98	57,745 53	1,964 58	5,845 65
Mount Oliver Incline,	50,205 00	54,640 00	32,917 41	49,055 34	48,651 21
Nay-Aug Cross Town,	1,966 85			3,150 00	6,300 00
New Castle Electric,					
Norristown,	9,569 12	9,367 84	4,883 82	8,339 37	9,735 80
Nunnery Hill Incline Plane,	2,398 55	4,586 54	4,611 70	9,195 78	10,013 94
Observatory Hill,	18,544 29			5,508 71	6,763 10
Pennsylvania Motor Company,					
Peoples' Park,	37,716 00	7,263 36	8,514 01	9,000 17	12,411 88
Peoples', Philadelphia,	1,084,239 31				
Peoples', Scranton,	71,740 39	1,165,371 28	1,208,807 45	1,234,104 08	1,215,153 27
Peoples' Electric, Rochester, Pa.,		108,652 14	116,187 40	174,873 40	
Perry Street,	44,418 15				17,208 55
Philadelphia City,					
Philadelphia and Darby,	142,760 96	147,751 46	6,250 10		152,786 96
Philadelphia and Gray's Ferry	50 00	50 00	152,773 75		50 00
Philadelphia Traction,	145,879 34	141,423 34	65,014 64	44,435 56	44,751 05
	2,889,889 68	3,259,128 70	3,551,035 02	4,079,773 09	4,972,552 02

Pittsburg, Atlegheny and Manchester Passenger Railway Company,	232,263 12	258,803 31	51,411 30	37,693 00	200 00
Pittsburg, Allegheny and Manchester Traction Company,			301,445 90	442,619 89	598,820 62
Pittsburg and Birmingham Passenger,	160,282 22	74,940 60		24,000 00	12,000 00
Pittsburg and Birmingham Traction,		140,834 11		356,222 55	364,432 00
Pittsburg Traction,	178,636 97	337,442 91	243,702 98	423,968 94	429,216 56
Pittsburg Incline Plane,			40,272 87	29,158 31	13,000 00
Pittsburg Union,	70,610 17	73,851 21		6,281 26	62 32
Pittsburg and West End,	75,865 49	87,186 91	110,963 23	93,767 13	122,204 03
Pittston, *	5,419 45	5,478 20	5,713 12	5,570 50	5,772 10
Punkslawney,					1,504 10
Reading City, *					11,307 14
Reading and South Western,	151,367 49	170,973 26	227,188 38	280,642 06	127,891 44
Reading Traction, *				13,214 03	26,500 65
Ridge Avenue,					44,332 08
Saint Clair Incline,	341,066 53	361,598 19	368,014 99	375,685 16	65,232 28
Schuylkill Electric,	8,460 97	17,512 75	21,022 55	21,533 40	20,733 84
Seranton,					40,172 92
Seranton Suburban,					6,000 00
Seranton Traction,	34,482 60	65,219 70	38,885 60	16,000 00	16,000 00
Second Avenue,					129,794 97
Second and Third Streets,	5,389 82	53,618 45	88,402 45	93,487 62	111,801 07
Seventeenth and Nineteenth Streets,	573,376 10	576,413 90	565,167 51	591,271 58	723,539 12
Shamokin,	15,000 00	15,000 00	15,000 00	15,000 00	13,000 00
Shenango Valley, *				14,060 14	16,995 37
South Side, Pittsburg,					11,185 75
Stroudsburg,	21,883 20	10,671 46			
Sunbury and Northumberland Electric,	2,003 83	4,972 08	4,937 94	5,000 93	5,198 09
Thirteenth and Fifteenth Streets,			8,717 83		30,202 21
Troy Hill Incline Plane and Bridge Company,	456,554 61	515,036 52	483,001 99	242,930 12	180,000 00
Troy Hill Passenger Railway Company,		13,368 37	13,217 01	16,284 89	16,619 77
Union, Philadelphia,					
Union, Chester, Pa.,	285,000 00	285,000 00	285,000 00	285,000 00	285,000 00
Uniontown,			6,230 10		
Washington Electric,					80,440 30
West Chester,			24,932 16	54,705 92	16,117 20
West End, Lancaster, *			1,760 00	9,927 19	11,565 49
West Philadelphia,			1,676 10	15,186 00	19,984 56
White Electric Traction, *	150,000 00	4,330 54	11,502 35	153,440 51	52,663 59
Williamsport,			150,000 00	150,000 00	130,000 00
Wilkes-Barre and Kingston,	21,106 59	24,016 47	24,140 43	9,867 32	10,576 15
Wilkes-Barre and Suburban,	32,483 63	32,290 98	27,283 01	48,820 45	67,637 55
Wilkes-Barre and Wyoming Valley Traction,	7,731 84	19,186 98	26,028 93		
York,	43,526 33			37,017 15	246,172 43
Totals,	\$10,064,382 61	\$11,457,215 50	\$12,631,433 60	\$14,629,704 93	\$16,067,676 00

* For fractional part of a year only.

† Included in report of Millvale.

COMPARATIVE STATEMENT FOR FIVE YEARS—EXPENSES.

NAME OF COMPANY.	1888.	1889-90.	1890-91.	1891-92.	1892-93.
Allentown,	\$11,863 44	\$21,253 93	\$21,726 84	\$58,691 34	\$104,986 31
Altoona and Bethlehem Rapid Transit,					1,132 20
Altoona and Logan Valley Electric,*					
Beaver Valley,	18,847 30	19,237 88	22,558 36		45,416 62
Braddock Valley Traction,			300 00		8,979 02
Braddock Electric,					17,967 16
Braddock and Turtle Creek,		5,141 05	4,620 20		4,247 78
Bradford and Kendal,				805 76	22,196 51
Carbondale Traction,*					
Carbondale and Jermyan Electric,	3,037 50				
Central Traction,	48,460 32		112,500 02	114,760 39	174,677 09
Chelton Avenue,					13,470 28
Chester,					
Citizens', Philadelphia,	31,909 70	33,730 32	16,234 25		
Citizens', Norristown,	189,602 27	188,644 86	193,644 86	162,374 97	
Citizens', Steelton,	14,950 04	13,090 46	13,181 80	12,050 57	11,191 83
Citizens', McKeesport,					10,846 05
Citizens', Traction,					1,104 80
City Altoona,	208,707 90	308,912 96	367,215 77	364,294 67	387,628 20
Coalville,	15,206 43	17,362 20	19,083 71	36,000 19	49,562 29
	7,894 23	9,675 13	8,342 04		
Columbia and Ironville,*					4,932 72
Connellsville, New Haven and Leisenring,					14,441 73
Duquesne Traction,					257,878 32
Du Bois Traction,					6,515 00
East End, Williamsport,*					870 70
East End, Lancaster,					
East Harrisburg,	4,359 64				
East Reading,*	21,735 97	30,057 23	32,890 46	100,169 01	114,200 05
Easton, South Easton and West End,		6,144 55	11,025 31	8,556 95	10,266 57
Easton Transit,	11,824 33	14,162 03	13,945 92	17,305 33	35,762 35
Erie City,	30,313 48				
Erie City Electric,					113,305 36
Federal Street and Pleasant Valley,					312,326 45
Fort Pitt Incline Plane,	71,813 69	153,644 97	235,287 10	273,360 08	5,559 21
Forty-third Street and Bloomfield Street,†			240 00		
Frankford and Southwark,	407,080 15	423,875 44	461,348 02	452,514 31	706,510 95
Greensburg and Hempfield Electric,					10,130 69
Harrisburg City,	32,999 01	30,440 97	4,824 51	11,703 65	
Heronville, Mantua and Fairmount,	241,948 06	260,967 22	32,087 65		
Johnstown,	32,529 56		278,058 79	250,162 08	286,073 48
Lancaster City,	8,801 10	11,187 78	10,430 97	37,851 80	54,518 90
Lancaster and Millersville,	3,393 22	4,461 66	19,910 34	23,789 01	30,887 99
Lancaster Traction Company,*			5,216 20		
Lebanon and Annyville,					
Lehigh Avenue,					20,878 45
Lombard and South Streets,		4,444 82		19,530 09	27,505 48
Manayunk and Roxboro' Incline,	164,339 19	184,108 58	210,207 95	43,739 46	50,068 64
Manayunk City, Shenandoah, Girardville and Ashland,	16,843 04	17,867 20	17,936 71	196,885 02	210,117 39
Middletown, Hignspire and Steelton,				18,218 13	20,972 01
Millvale,				14,167 42	
Monongahela,		305 00	240 00	201 75	
				3,501 61	5,344 65

Monongahela Inclined Plane,	19, 367 13	19, 236 50	19, 405 21	17, 880 15	19, 245 13
Mount Oliver Incline,	8, 727 33	26, 585 81	28, 640 12	. . . . .	. . . . .
Nay-Aug Cross Town,	2, 041 23	. . . . .	4, 181 95	6, 813 08	8, 726 04
New Castle Electric, . . . . .	. . . . .	. . . . .	9, 004 10	8, 433 68	3, 703 35
Norristown,	10, 674 88	8, 375 22	3, 513 74	3, 124 21	4, 681 47
Nunnery Hill Incline Plane,	1, 272 95	2, 879 35	84 40	. . . . .	. . . . .
Oakmont and Verona Traction, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Observatory Hill, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Pennsylvania Motor Company,	14, 853 42	. . . . .	. . . . .	. . . . .	. . . . .
People's Park, . . . . .	. . . . .	3, 425 28	370 00	1, 005 00	. . . . .
People's, Philadelphia,	44, 583 97	. . . . .	. . . . .	. . . . .	. . . . .
People's, Scranton,	671, 016 95	723, 462 46	727, 367 88	714, 901 75	740, 032 32
People's Electric, Rochester, Pa.,	57, 527 16	71, 365 58	82, 880 25	118, 032 12	10, 111 84
Parklione Avenue, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Philadelphia and Gray's Ferry,	34, 919 07	. . . . .	. . . . .	. . . . .	. . . . .
Philadelphia Traction,	102, 956 40	96, 135 29	57, 099 07	. . . . .	. . . . .
Pittsburg, Allegheny and Manchester Traction Company,	1, 933, 559 92	2, 120, 761 10	2, 355, 185 86	2, 716, 392 88	3, 297, 243 19
Pittsburg and Birmingham,	163, 230 74	172, 689 02	253, 866 55	284, 538 56	274, 637 54
Pittsburg and Birmingham Traction,	107, 331 95	38, 751 47	. . . . .	. . . . .	. . . . .
Pittsburg Traction,	93, 364 89	78, 806 60	122, 622 75	168, 650 42	171, 874 06
Pittsburg Incline Plane, . . . . .	. . . . .	189, 268 65	231, 853 19	256, 937 84	265, 784 49
Pittsburg Union, . . . . .	. . . . .	. . . . .	13, 150 00	. . . . .	. . . . .
Pittsburg and West End, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Pittston, . . . . .	. . . . .	73, 756 05	71, 515 73	74, 021 56	72, 726 63
Pittston, . . . . .	. . . . .	59, 064 50	4, 957 71	2, 356 40	3, 616 96
Pottstown, * . . . .	. . . . .	4, 594 09	. . . . .	. . . . .	712 63
Punxsutawney, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	6, 141 80
Reading City,	58, 633 97	91, 077 51	118, 520 03	120, 013 53	82, 245 81
Reading and South Western, . . . . .	. . . . .	. . . . .	. . . . .	17, 633 97	25, 003 94
Reading Traction, * . . . .	. . . . .	. . . . .	. . . . .	. . . . .	30, 898 03
Ridge Avenue,	205, 947 00	207, 051 27	215, 885 07	217, 302 88	*38, 345 91
Saint Clair Incline,	7, 080 75	10, 395 34	11, 064 13	12, 237 63	11, 818 89
Schuykill Electric, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	45, 701 74
Scranton Traction, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	74, 837 44
Scranton Suburban, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Second Avenue,	34, 894 55	28, 527 27	27, 175 00	. . . . .	. . . . .
Second and Third Streets,	6, 125 01	22, 176 17	61, 094 94	63, 581 73	51, 636 14
Shamokin,	357, 329 37	334, 741 46	357, 053 90	392, 569 04	387, 014 23
Shenango Valley, . . . . .	. . . . .	. . . . .	. . . . .	10, 394 06	17, 508 61
South Side, Pittsburg, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	6, 936 50
Stroudsburg,	27, 603 65	5, 564 00	. . . . .	. . . . .	. . . . .
Sunbury and Northumberland Electric, . . . . .	. . . . .	4, 164 36	4, 316 00	4, 258 55	3, 489 00
Thirteenth and Fifteenth Streets, . . . . .	. . . . .	. . . . .	11, 127 34	. . . . .	16, 200 31
Troy Hill Incline Plane and Bridge Company,	268, 331 00	275, 280 98	280, 056 68	145, 746 18	7, 203 99
Union, Chester, Pa., . . . . .	. . . . .	7, 507 70	10, 165 13	8, 037 95	59, 798 52
Uniontown, . . . . .	. . . . .	. . . . .	15, 434 85	32, 539 30	9, 773 81
Washington Electric, . . . . .	. . . . .	. . . . .	. . . . .	6, 550 00	12, 805 52
West Chester, . . . . .	. . . . .	. . . . .	1, 308 03	9, 832 48	10, 994 17
West End, Lancaster, . . . . .	. . . . .	. . . . .	4, 391 79	23, 264 91	14, 983 45
White Electric Traction, . . . . .	. . . . .	. . . . .	. . . . .	4, 959 50	23, 121 35
Williamsport, . . . . .	. . . . .	. . . . .	. . . . .	33, 232 95	50, 048 15
Wilkes-Barre and Kingston,	14, 784 23	14, 560 29	18, 024 82	. . . . .	. . . . .
Wilkes-Barre and Suburban,	15, 083 00	15, 432 17	14, 825 52	29, 682 09	60, 407 25
Wilkes-Barre and Wyoming Valley Traction,	6, 564 79	14, 026 65	14, 937 13	10, 001 46	26, 138 13
York,	9, 820 23	10, 255 76	16, 441 89	17, 709 80	. . . . .
	\$6, 063, 738 81	\$6, 549, 273 94	\$7, 359, 945 42	\$8, 188, 745 96	\$9, 040, 067 43

* For fractional part of year only. † Included in report of Millvale.

Pittsburg, Allegheny and Manchester Traction Company	.
Pittsburg and Birmingham Passenger,	.
Pittsburg and Birmingham Traction,	.
Pittsburg Traction,	.
Pittsburg Union,	.
Pittsburg and West End,	.
Pittston,	.
Reading City,	.
Reading and South Western,	.
Ridge Avenue,	.
Schuylkill Electric,	.
Scranton Traction,	.
Scranton Suburban,	.
Second Avenue,	.
Shamokin,	.
Schenango Valley,	.
Troy Hill Incline Plane and Bridge Company,	.
Union, Chester, Pa.,	.
Washington Electric,	.
West Chester,	.
West End,	.
Williamsport,	.
Wilkes-Barre and Suburban,	.
York,	.
Totals,	.

* Included in report of Scranton Traction Company.



TABULATED RESULTS

COMPILED FROM CANAL REPORTS.

TABLE A—STOCK AND DEBT

NAME OF COMPANY.	Capital stock as authorized by law.	Total amount now paid in of capital stock.	Total amount of funded debt.	Total amount of floating debt.	Total amount of funded and floating debt.
Delaware and Hudson.	Unlimited.	\$50,000,000 00	\$9,829,000 00	.....	.....
Delaware Division.	\$2,400,000 00	1,633,350 00	800,000 00	.....	\$800,000 00
Lehigh Coal and Navigation.	Unlimited.	14,368,650 00	18,458,750 00	.....	14,999,250 00
Monongahela Navigation.	Unlimited.	1,648,650 00	250,000 00	.....	251,039 00
Pennsylvania.	5,000,000 00	4,501,200 00	2,553,000 00	.....	2,553,000 00
Schenectady Navigation.	Unlimited.	3,962,262 00	8,494,872 86	.....	8,494,872 86
Susquehanna.	Unlimited.	2,002,746 00	2,901,310 58	51,064 84	2,952,405 42
Totals.	\$7,400,000 00	\$53,114,858 00	\$43,286,933 44	\$52,193 84	\$30,050,627 28

TABLE B—CHARACTERISTICS OF CANAL.

NAME OF COMPANY.	Cost of canal and fixtures.	Length of main line of the canal.	Number of branch or leased canals.	Width at top water line.	Width on bottom.	Depth of water.	Number of basins.	Number of locks.	Number of weigh locks.	Number of bridges.	Number of dams.	Number of miles of slack water.	Number of boats owned by the company.	Value of real estate held by the company, exclusive of canal.
Delaware and Hudson,	\$6,233,210 49	108	..	Feet. 48	Feet. 32	Feet. 6	41	132	2	136	40	3	664	..
Delaware Division,	2,433,350 00	60	..	44	26	6	4	33	..	88	..	12	..	\$5,000 00
Lehigh Coal and Navigation,	2,077,360 12	48	1	60 to 100	45	6	4	58	1	10	9	..	..	200,000 00
Monongahela Navigation,	1,918,629 83	86	..	60 to 100	..	..	7	11	..	..	7	86	215	..
Pennsylvania,	..	144	..	50 to 60	..	..	25	71	2	318	8	13	..	..
Schuylkill Navigation,	12,464,600 36	108	1	60 to 300	32 to 40	6	6	71	17	120	30	43	255	..
Susquehanna,	4,931,345 53	45	..	50	30	6	2	42	..	18	4	2	..	..
Totals,	\$30,064,496 33	599	2	..	..	..	89	418	22	630	98	164	1,137	\$205,000 00

TABLE C--TONNAGE, EXPENSES AND RECEIPTS.

NAME OF COMPANY.	TONNAGE.		EXPENSES.			RECEIPTS.
	Number of tons of through freight on main line.	Gross amount of tonnage including branches and leased canals.	Maintaining the canal or real estate of the corporation.	Operating the canal.	Total.	
Delaware and Hudson.	816, 113	1, 155, 272	\$212, 350 00	.....	\$212, 350 00	62, 188 99
Delaware Division, *. . . . .	.....	.....	55, 639 59	.....	.....	.....
Lehigh Coal and Navigation, . . . . .	.....	458, 513	33, 718 63	\$74, 156 67	129, 796 26	2, 551, 215 97
Monongahela Navigation, . . . . .	.....	.....	81, 133 24	67, 226 95	100, 945 58	236, 516 30
Pennsylvania, . . . . .	.....	340, 771	21, 793 75	19, 026 47	106, 159 71	102, 796 00
Schuylkill Navigation, . . . . .	.....	70, 604	10, 596 42	15, 154 88	36, 948 63	51, 470 80
Susquehanna, . . . . .	.....	38, 773	.....	5, 275 30	15, 871 72	8, 018 98
Totals,	816, 113	2, 063, 933	\$415, 231 63	\$180, 840 27	\$596, 071 90	\$3, 012, 207 04

*Leased to Lehigh Coal and Navigation Company.

PAID IN.
CAPITAL STOCK PAID IN.
COMPARATIVE STATEMENT FOR FIVE YEARS.—AMOUNT

NAME OF COMPANY.	1888.	1889-90.	1890-91.	1891-92.	1892-93.
	188	189	1890-91.	1891-92.	1892-93.
Delaware and Hudson,	\$24,500,000 00	\$24,500,000 00	\$30,000,000 00	\$30,000,000 00	\$30,000,000 00
Delaware Division,	1,633,350 00	1,633,350 00	1,633,350 00	1,633,350 00	1,633,350 00
Lehigh Coal and Navigation,	12,821,850 00	14,315,850 00	14,315,850 00	14,315,850 00	14,315,850 00
Monongahela Navigation,	1,537,800 00	1,647,650 00	1,647,650 00	1,647,650 00	1,647,650 00
Pennsylvania,	4,501,200 00	4,501,200 00	4,501,200 00	4,501,200 00	4,501,200 00
Schenck Navigation,	3,962,262 00	3,962,262 00	3,962,262 00	3,962,262 00	3,962,262 00
Susquehanna,	2,002,746 00	2,002,746 00	2,002,746 00	2,002,746 00	2,002,746 00
Totals,	\$50,950,208 00	\$52,545,900 00	\$58,063,053 00	\$58,114,253 00	\$58,114,253 00

DEBT.
AND FLOATING DEBT.
COMPARATIVE STATEMENT FOR FIVE YEARS.—AMOUNT OF FUN

NAME OF COMPANY.	1888.	1889-90.	1890-91.	1891-92.	1892-93.
	1888.	1889-90.	1890-91.	1891-92.	1892-93.
Delaware and Hudson,	\$15,378,000 00	\$15,378,000 00	\$10,553,000 00	\$9,829,000 00	\$9,829,000 00
Delaware Division,	800,000 00	800,000 00	800,000 00	800,000 00	800,000 00
Lehigh Coal and Navigation,	14,431,750 00	14,661,250 00	14,783,250 00	14,969,250 00	14,999,250 00
Monongahela Navigation,	338,919 02	277,113 73	257,536 33	253,962 73	251,099 00
Pennsylvania,	2,774,000 00	2,675,000 00	2,641,000 00	2,553,000 00	2,553,000 00
Schenck Navigation,	10,117,200 12	10,896,872 03	8,494,872 86	8,494,872 86	8,494,872 86
Susquehanna,	3,536,745 02	2,933,723 19	2,944,829 25	2,950,919 91	2,952,405 42
Totals,	\$47,406,614 16	\$47,641,958 95	\$40,480,488 50	\$39,851,065 56	\$39,050,627 25

COMPARATIVE STATEMENT FOR FIVE YEARS.—COST OF CANAL AND FIXTURES.

NAME OF COMPANY	1888.	1889-90.	1890-91.	1891-92.	1892-93.
Delaware and Hudson,	\$6,339,210 49	\$6,339,210 49	\$6,339,210 49	\$6,339,210 49	\$6,339,210 49
Delaware Division,	2,433,350 00	2,433,350 00	2,433,350 00	2,433,350 00	2,433,350 00
Lehigh Coal and Navigation,	2,131,000 00	2,131,000 00	2,091,000 00	2,040,956 00	2,077,360 12
Monongahela Navigation,	1,901,887 98	1,906,284 33	1,924,115 83	1,919,115 83	1,918,629 83
Schuylkill Navigation,	12,461,600 36	12,461,600 36	12,461,600 36	12,461,600 36	12,464,600 36
Susquehanna,	4,931,345 53	4,931,345 53	4,931,345 53	4,931,345 53	4,931,345 53
Totals,	\$30,258,394 36	\$30,222,790 71	\$30,180,622 21	\$30,125,578 21	\$30,064,496 33

AMOUNT OF TONNAGE.

COMPARATIVE STATEMENT FOR FIVE YEARS—GROSS

NAMES OF COMPANIES	1888.	1889	1890-91.	1891-92.	1892-93.
Delaware and Hudson,	1,338,964	2,450 00	1,326,976	1,237,444	1,155,272
Delaware Division,*	564,489	33,718 65	603,692	556,141	458,513
Lehigh Coal and Navigation,	4,340,594	84,133 24	4,340,594	4,340,594	4,340,594
Monongahela Navigation,	712,089	21,793 75	712,089	712,089	712,089
Pennsylvania,	293,178	10,586 42	293,178	293,178	293,178
Schuylkill Navigation,	323,412	\$415,231 63	323,412	323,412	323,412
Susquehanna,	7,574,726	company.	7,574,726	7,574,726	7,574,726
Totals,	18,293,592	18,293,592	18,293,592	18,293,592	18,293,592

* Included in report of Lehigh Coal and Navigation.

COMPARATIVE STATEMENT FOR FIVE YEARS—EXPENSES MAINTAINING AND OPERATING THE CANAL.

NAME OF COMPANY.	1888.	1889-90.	1890-91.	1891-92.	1892-93.
Delaware and Hudson.	\$239,878 29	\$251,566 47	\$232,500 80	\$228,325 55	\$212,450 00
Delaware Division.*					
Lehigh Coal and Navigation.	146,207 95	115,153 62	131,722 68	133,811 99	129,796 26
Monongahela Navigation.	90,734 65	73,117 22	89,227 66	86,529 53	100,945 58
Pennsylvania.	406,172 75	228,808 99	494,413 51	102,371 87	100,159 71
Schenykill Navigation.	49,087 54	43,399 18	40,088 57	40,279 39	36,948 63
Susquehanna.	41,503 36	38,897 55	18,295 36	16,097 77	15,471 72
	\$973,734 54	\$900,853 03	\$811,248 38	\$607,416 10	\$596,071 90

* Included in report of Lehigh Coal and Navigation Company.

COMPARATIVE STATEMENT FOR FIVE YEARS—RECEIPTS.

NAME OF COMPANY.	1888.	1889-90.	1890-91.	1891-92.	1892-93.
Delaware and Hudson.	\$57,868 51	\$61,039 36	\$60,232 32	\$57,548 27	\$62,188 99
Delaware Division.*					
Lehigh Coal and Navigation.	2,360,738 00	2,138,287 17	2,268,579 64	2,210,603 38	2,551,215 97
Monongahela Navigation.	272,888 22	237,665 14	254,272 36	330,401 60	236,516 30
Pennsylvania.	525,928 28	172,342 19	136,029 34	120,499 91	102,796 00
Schenykill Navigation.	172,632 73	102,010 38	81,206 58	66,870 52	51,410 80
Susquehanna.	45,410 07	18,189 30	8,685 57	9,030 14	8,018 98
	\$3,235,466 59	\$2,749,533 54	\$2,808,005 81	\$2,803,953 82	\$3,012,207 01

* Included in report of Lehigh Coal and Navigation Company.



TABULATED RESULTS

COMPILED FROM

Telegraph and Telephone Reports.

TELEGRAPH AND TELEPHONE TABLE A—STOCK AND DEBT.

NAME OF COMPANY.	Capital stock as authorized by law.	Total amount now paid in of capital stock.	Rate per cent. of dividend.	Total amount now of floating and funded debt.	Rate per cent. of interest on funded debt.
American District Telegraph.	\$400,000 00	\$400,000 00	.	\$1,643,264 37	.
American Telegraph and Telephone.	10,000 00	10,000 00	.	.	.
Atlantic and Ohio Telegraph.	650,000 00	650,000 00	10	.	.
Bell Telephone.	550,000 00	550,000 00	12	.	.
Central District and Printing Telegraph.	1,000,000 00	990,000 00	.	90,000 00	.
Central Pennsylvania Telephone and Supply.	1,000,000 00	800,000 00	.	45,000 00	.
Delaware and Atlantic Telegraph and Telephone.	10,000 00	10,000 00	.	.	.
Lykens Telegraph and Telephone.	1,000 00	300 00	.	.	.
McKeesport Telegraph.	50,000 00	25,000 00	.	.	.
National Telegraph.	1,000,000 00	1,000,000 00	.	.	.
New York and Pennsylvania Telegraph and Telephone.	1,000,000 00	1,000,000 00	.	.	.
Pacific and Atlantic Telegraph.	2,000,000 00	2,000,000 00	4	.	.
Pennsylvania Telephone.	600,000 00	593,433 67	.	10,000 00	.
Philadelphia Local Telegraph.	400,000 00	400,000 00	5½	.	.
Philadelphia, Reading and Pottsville Telegraph.	50,000 00	20,000 00	15	200,000 00	6
Postal Telegraph and Cable (of New York).	10,000,000 00	8,600,000 00	.	2,350,000 00	.
Postal Telegraph.	50,000 00	50,000 00	.	.	.
Postal Telegraph and Cable No. 1.	20,000 00	20,000 00	.	.	.
Postal Telegraph and Cable No. 2.	20,000 00	20,000 00	.	.	.
Postal Telegraph and Cable No. 3.	5,000 00	5,000 00	.	.	.
Rockhill Telegraph.	3,000 00	300 00	.	.	.
Royal Telegraph and Telephone.	10,000 00	1,000 00	.	.	.
Western Union Telegraph.	100,000,000 00	94,320,000 00	.	15,242,340 00	6 & 7
Williamsport and North Branch Telephone.	4,000 00	3,350 00	.	.	.
Totals.	\$18,843,000 00	\$11,935,016 67	.	\$20,180,604 37	.

TABLE B.—CHARACTERISTICS OF LINE.

NAME OF COMPANY.	Cost of line and equip- ment.	Length of main line in miles.	Length of main line in Pennsylvania.	Number stations, entire line.	Number stations in Penn- vania.	Number of instruments in use, entire line.	Number of instruments in use in Pennsylvania.	Number of persons employed in maintaining and operating entire line.			Number of persons em- ployed in maintaining and operat- ing line in Penn'a.			Number of messages sent during the year, entire line.	Number of messages sent during the year in Penn- sylvania.	Number of messages re- ceived during the year, entire line.	Number of messages re- ceived during the year in Pennsylvania.
								Males.	Females.	Total.	Males.	Females.	Total.				
American District Telegraph.	\$387,633 22	..	..	15	15	2,423	2,423	..	..	..	219	1	220	25,968	179,953	..	330,138
American Telegraph and Telephone.	1,651,136 27	942 90	942 00	43	43	..	..	33	17	50	33	17	50	84,826	84,826	90,519	90,519
Bell Telephone.	701,456 70	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Central Pennsylvania Telephone and Supply.	643,828 26	..	..	3,968	3,968	3,968	3,968	55	71	130	59	71	130	..	..	..	..
Delaware and Atlantic Telegraph and Telephone.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Likens Telegraph and Telephone.	..	3 50	3 50	2	1,418	2,836	2,836	52	13	65	52	13	65	..	..	..	..
National Telegraph.	309 92	949 16	44 97	..	5	..	3	..	..	..	4	..	4	..	..	..	..
New York and Pennsylvania Tele- graph and Telephone.	..	..	..	2,901	1,080	5,802	2,160	53	54	107	14	18	32	56,721	18,459	56,721	18,459
Pennsylvania Telephone.	874,216 06	..	..	..	65	315	315	60	40	100	60	40	100	300,000	300,000	200,000	200,000
Philadelphia Local Telegraph.	445,676 18	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Philadelphia, Reading and Pottsville Telegraph.	400,000 00	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Postal Telegraph and Cable (of N. Y.)	273,062 04	101 00	1,023 75	469	469	988	988	721	9	730	721	9	730	502,295	502,295	502,295	502,295
Postal Telegraph.	..	250 00	2,400 00	67	5	..	..	..	..	..	..	..	468	10,000	..	10,000	..
Postal Telegraph and Cable, No. 1.	..	128 00	128 00	5	5	..	..	..	..	..	..	..	12	..	..	..	..
Postal Telegraph and Cable, No. 2.	..	211 50	212 00	4	4	..	..	..	..	..	..	..	18	..	..	..	..
Postal Telegraph and Cable, No. 3.	..	32 00	32 00	10	10	..	..	..	..	..	..	..	51	..	..	..	..
Rockhill Telegraph.	4,220 13	30 00	30 00	4	4	..	..	..	..	..	..	..	7	..	..	..	..
Royal Telegraph and Telephone.	1,000 00	22 00	12 00	7	7	..	..	..	..	..	..	..	7	1,003	1,003	1,003	1,003
Western Union Telegraph.	..	189,936 40	9,461 41	8	1,653	..	..	82,666	2,529	35,195	2,516	..	66,591,858	..	..	..	..
Williamsport and North Branch Tele- phone.	3,950 00	64 50	64 50	13	13	16	16	..	..	..	..	..	..	..	..	..	..
Totals.	\$5,385,908 78	192,670 96	14,605 03	20,940	8,826	16,355	12,716	33,644	2,733	36,472	3,678	169	4,410	67,572,671	1,086,536	930,538	1,222,414

TABLE C—EXPENSES AND RECEIPTS.

NAME OF COMPANY.	Gross expenses, entire line.	Gross expenses in Pennsylvania.	Gross receipts, entire line.	Gross receipts in Pennsylvania.
American District Telegraph,	\$97,600 02	\$71,363 79	\$146,548 64	\$97,936 00
American Telegraph and Telephone,	71,363 79	423,217 93	97,336 00	631,388 93
Bell Telephone,	423,217 93	167,089 36	631,388 93	214,813 97
Central Pennsylvania Telephone and Supply,	167,089 36	71,837 59	214,813 97	73,323 94
Delaware and Atlantic Telegraph and Telephone,	71,837 59	303 08	73,323 94	44 45
National Telegraph,	149,963 71	189,351 31	189,351 31	48,328 46
New York and Pennsylvania Telegraph and Telephone,	133,012 13	174,331 90	174,331 90	157,782 51
Pennsylvania Telephone,	43,680 19	6 19	68,509 15	68,509 15
Philadelphia Local Telegraph,	80,108 30	80,108 30	100,535 25	100,535 25
Philadelphia, Reading and Portsville Telegraph,	2,800,000 00	2,800,000 00	3,300,000 00	350,000 00
Postal Telegraph and Cable of New York, . . . . .	..	..	..	6,000 00
Postal Telegraph, . . . . .	..	..	..	22,000 00
Postal Telegraph and Cable, No. 1, . . . . .	..	..	..	18,000 00
Postal Telegraph and Cable, No. 2, . . . . .	..	..	..	3,600 00
Postal Telegraph and Cable, No. 3,	17,482,405 68	..	24,978,442 96	332,660 30
Western Union Telegraph, . . . . .	..	..	..	..
Totals,	\$21,320,308 70	\$857,030 24	\$29,877,883 05	\$2,086,984 56

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

NAME OF COMPANY.	1888.	1889-90.	1890-91.	1891-92.	1892-93.
American District Telegraph.	\$200,000 00	\$400,000 00	\$400,000 00	\$400,000 00	\$400,000 00
American Telegraph and Telephone.	10,000 00	10,000 00	10,000 00	10,000 00	10,000 00
Atlantic and Ohio Telegraph.	650,000 00	650,000 00	650,000 00	650,000 00	650,000 00
Baltimore and Ohio Telegraph of Pennsylvania.	2,000 00	20,000 00	20,000 00	20,000 00	20,000 00
Bell Telephone.	560,000 00	560,000 00	560,000 00	560,000 00	560,000 00
Central District and Printing Telegraph.	500,000 00	750,000 00	750,000 00	825,000 00	990,000 00
Central Pennsylvania Telephone and Supply.	500,000 00	800,000 00	800,000 00	800,000 00	800,000 00
Curwensville Telephone.	3,000 00	3,000 00	3,000 00	3,000 00	3,000 00
Delaware and Atlantic Telegraph and Telephone.	10,000 00	10,000 00	10,000 00	10,000 00	10,000 00
Lykens Telegraph and Telephone.	300 00	300 00	300 00	300 00	300 00
McKeesport Telephone.	300 00	300 00	300 00	300 00	300 00
National Telegraph.	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	25,000 00
New York and Pennsylvania Telegraph and Telephone.	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Pacific and Atlantic Telegraph.	2,000,000 00	2,000,000 00	2,000,000 00	1,000,000 00	1,000,000 00
Pennsylvania Telephone.	400,000 00	749,200 00	749,200 00	749,200 00	519,466 67
Philadelphia Local Telegraph.	20,000 00	400,000 00	400,000 00	400,000 00	400,000 00
Philadelphia Reading and Pottsville Telegraph.	20,000 00	20,000 00	20,000 00	20,000 00	20,000 00
Postal Telegraph and Cable of New York.	50,000 00	50,000 00	50,000 00	8,600,000 00	8,600,000 00
Postal Telegraph.	50,000 00	50,000 00	50,000 00	50,000 00	50,000 00
Postal Telegraph and Cable, No. 1.	50,000 00	50,000 00	50,000 00	50,000 00	50,000 00
Postal Telegraph and Cable, No. 2.	50,000 00	50,000 00	50,000 00	50,000 00	50,000 00
Postal Telegraph and Cable, No. 3.	50,000 00	50,000 00	50,000 00	50,000 00	50,000 00
Rockhill Telegraph.	500 00	300 00	300 00	300 00	5,000 00
Royal Telegraph and Telephone.	1,000 00	1,000 00	1,000 00	1,000 00	1,000 00
Tioga and Morris Run Telegraph.	1,700 00	1,700 00	1,700 00	1,700 00	1,700 00
Western Union Telegraph.	86,199,852 06	86,199,852 06	86,199,852 06	86,199,852 06	94,820,000 00
Williamsport District Telegraph and Messenger.	10,500 00	10,500 00	10,500 00	10,500 00	10,500 00
Williamsport and North Branch Telephone.	3,000 00	3,000 00	3,000 00	3,000 00	3,000 00
	\$92,571,652 06	\$94,588,822 06	\$94,556,652 06	\$99,578,452 06	\$111,935,016 67

COMPARATIVE STATEMENT OF FLOATING AND FUNDED DEBT FOR FIVE YEARS.

NAME OF COMPANY.	1888.	1889-90.	1890-91.	1891-92.	1892-93.
American District Telegraph.	\$13,400 00	\$7,200 00	\$6,200 00	.. . . .	.. . . .
American Telegraph and Telephone.	.. . . .	591,038 36	921,434 79	\$1,377,421 52	\$1,613,264 37
Central District and Printing Telegraph.	.. . . .	95,965 00	95,965 00	95,810 00	90,000 00
Central Pennsylvania Telephone and Supply.	.. . . .	20,000 00	25,000 00	47,000 00	45,000 00
Pennsylvania Telephone.	.. . . .	.. . . .	.. . . .	10,000 00	10,000 00
Philadelphia, Reading and Pottsville Telegraph.	.. . . .	.. . . .	200,000 00	200,000 00	200,000 00
Postal Telegraph Cable of New York.	.. . . .	.. . . .	.. . . .	2,359,117 75	2,350,000 00
Rockhill Telegraph.	.. . . .	4,220 13	4,220 13	.. . . .	.. . . .
Western Union Telegraph.	12,412,398 00	15,189,985 00	15,161,266 00	15,198,000 00	15,242,340 00
Totals.	\$12,696,478 13	\$15,902,424 49	\$16,414,085 92	\$19,327,469 25	\$20,180,604 37

COMPARATIVE STATEMENT OF MESSAGES RECEIVED IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1888.	1889-90.	1890-91.	1891-92.	1892-93.
American District Telegraph.	311,550	292,646	341,040	350,797	320,138
American Telegraph and Telephone.	.. . . .	.. . . .	.. . . .	443,585	90,519
New York and Pennsylvania Telegraph and Telephone.	9,000	.. . . .	.. . . .	17,549	18,459
Philadelphia Local Telegraph.	.. . . .	420,000	275,000	270,000	290,600
Philadelphia, Reading and Pottsville Telegraph.	420,000	.. . . .	.. . . .	463,144	502,295
Rockhill Telegraph.	417,555	819	854	930	1,003
Totals.	1,158,995	713,465	616,894	1,151,804	1,222,414

COMPARATIVE STATEMENT OF MESSAGES SENT IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1888.	1889-90.	1890-91.	1891-92.	1892-93.
American District Telegraph.	129,389	152,201	143,089	168,333	173,953
American Telegraph and Telephone.	8,370			53,164	84,826
New York and Pennsylvania Telegraph and Telephone.				17,549	18,459
Philadelphia Local Telegraph.	400,000	400,000	300,040	295,000	300,000
Philadelphia, Reading and Pottsville Telegraph.	417,585	461,976	467,887	469,144	502,295
Rockhill Telegraph.	660	819	554	930	1,003
	956,504	1,015,056	616,894	1,004,120	1,086,535

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COMPARATIVE STATEMENT OF GROSS RECEIPTS IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1888.	1889-90.	1890-91.	1891-92.	1892-93.
American District Telegraph.	\$17,795 65	\$122,754 47			
American Telegraph and Telephone.	2,759 07	255 46		\$58,650 04	\$97,996 00
Baltimore and Ohio Telegraph of Pennsylvania.	434,191 97	459,425 98	\$526,484 15		531,388 93
Central Pennsylvania Telephone and Supply.	167,898 37	191,565 38	202,745 55	207,272 17	214,813 97
Curwensville Telephone.	692 51	542 35	141 80		
Delaware and Atlantic Telegraph and Telephone.	55,705 04	63,161 00	67,355 02	69,900 33	75,323 94
National Telegraph.	51 80	53 74	85 14		44 45
New York and Pennsylvania Telegraph and Telephone.				44,941 42	48,328 46
Pennsylvania Telephone.			143,903 74	145,809 76	157,782 51
Pennsylvania and New Jersey Telephone.	55,784 00	137,037 56			68,509 15
Philadelphia Local Telegraph.		63,861 05	58,273 62	64,646 59	100,536 25
Philadelphia, Reading and Pottsville Telegraph.			102,492 03	97,383 62	6,000 00
Postal Telegraph.	2,000 00	1,300 00	4,400 00		22,000 00
Postal Telegraph and Cable No. 1.	200 00	800 00	6,250 00		18,000 00
Postal Telegraph and Cable No. 2.	20,000 00	16,000 00	19,000 00		3,000 00
Postal Telegraph and Cable No. 3.	2,700 00	3,000 00	3,600 00	285,000 00	350,000 00
Postal Telegraph Cable of New York.					
Toga and Morris Run Telegraph.	893 55				
Western Union Telegraph.			396,907 89	382,311 01	392,650 90
Williamsport District Telegraph and Messenger.		477 74			
	\$760,762 96	\$1,090,295 34	\$1,531,638 94	\$1,355,914 94	\$2,086,984 56

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